

RACING NOTES



PEDIGREES there are which forcibly suggest—theory and practice do not always agree—the possession of racing abilities beyond the average. Such an one is that of Tracery, by Rock Sand (4) out of Topiary 19, by Orme 11 out of Plaisanterie, herself a winner of the Cambridge-shire and Cesarewitch. Rock Sand—now standing in France—by Sainfoin (3) out of Roquebrune (4), by St. Simon 11 out of St. Marguerite, by Hermit (5) out of Devotion—won the Two Thousand Guineas, the Derby and the St. Leger. Orme, by Comonde 16 out of Angelica 11 (sister to St. Simon), won the Eclipse Stakes twice, and is the sire of Flying Fox and Orby. The pedigree, indeed, is full of names famous in Turf history, nor is Tracery himself unworthy of his ancestry. Had he been fit at the time, there is little doubt that he would have won last year's Derby. He did win the St. Leger in a canter, and on the Wednesday of last week, at 4lb. worse than weight-for-age, he gave Stedfast, with Jackdaw intervening, a handsome beating in the Burwell Plate, a mile and a-half. He had done good work, but Watson had, I think, left plenty of material to work upon, and if all goes well with him, Mr. A. Belmont's colt bids fair to develop into a cup horse of the highest class. Tracery, Stedfast and Prince Palatine will, I believe, meet next week in the Coronation Cup at Epsom on Thursday, June 5th. Stedfast, being burlier and more "set" than ever, does not look like a stayer, splendid specimen of the weight-carrying blood horse though he be, and the race, I take it, will be fought out between the other two. Prince Palatine I have not seen since the day when, through no fault of his own, he was sent out to certain defeat in the Jockey Club Cup, nor do I know what effect that disastrous race—if race it could be called—may have had upon him; but even if he never won another race, he has done enough for fame, and as with Tracery so with him, he had, according to his pedigree, to be a race-horse. He is, I might add, by Persimmon out of Lady Lightfoot (1), by Isinglass (3) out of Glare, by Ayrshire 8 out of Footlight, by Cremorne (2) out of Parafinn. Right royally bred are these two colts Prince Palatine and Tracery. Well, they have proved their merit, and, as prices go nowadays, are probably worth not much less than 40,000sovs. apiece. I know, at all events, that had Mr. Pilkington chosen he could have sold Prince Palatine for more than 40,000sovs. at any time last year prior to his wholly unredeemed disgrace in the Jockey Club Cup.

What we had all been looking forward to was the meeting of Louvois and Craganour in the Newmarket Stakes—a mile and a quarter. We had seen Louvois beat Mr. C. Bower Ismay's colt by a head in the Two Thousand Guineas—one mile. A good many people thought, by the way, that Louvois did not win; but after all, it is what the judge thinks that matters. Be that as it may, there was now another two furlongs to travel, and that two furlongs, not a few of us thought, would tell in favour of Louvois. What happened was that this time Craganour won, administering, moreover, a very decisive beating to Louvois; he beat him, in fact,

by three lengths and a half, with Sun Yat intervening. Now, is this a decisive settlement of the respective merits of the two colts? I am myself inclined to think that it is; but if there are reasons to put forward in support of that opinion, others there are which point to a different conclusion. Taking the latter first. The "time" of the race—2min. 5 2-5 sec.—was decidedly good, but none the less I think that it was not a truly run race—run, that is to say, at a good pace from start to finish. In proof of this, there is the fact that for nearly four furlongs, certainly for three furlongs, the seven runners were all together, such advantage as there was at the end of the first half-mile being held by Addenda. For the remaining six furlongs, Maher, who had up to then been steadying Craganour, set a good pace, and though, just for a few strides, Louvois did look like holding him, his effort was a half-hearted one

at best, and soon died out; and when O'Neil either hit him or showed him the whip, he hung towards Craganour. I do not think the horses actually bumped one another; if they did so the bump was of the slightest and had no effect on the result of the race, for Louvois was well beaten at the time. If the above account of the race be correct—I have been at some pains to make it so—it was run entirely to suit a colt possessed of such brilliant speed as Craganour, and serves more to demonstrate the fact that Craganour can and will win races if steadied back to his horses, in the earlier stages of a race, than to prove that he can stay from end to end of a strongly-run mile-and-a-quarter race. It should, too, be said that the colt was cleaner, harder and more muscled-up than when Saxby rode him in the Two Thousand Guineas. As for Louvois' running, it was, I think, too bad to be true, and the explanation of it, to my mind, is that he cannot extend himself on hard ground, nor, by the way, do I think that he can act freely



W. A. Rouch.

CRAGANOUR, THE FAVOURITE FOR THE DERBY.

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running down hill. Still, all excuses made for Mr. Raphael's colt, there is the fact that last year Craganour was by far the better colt of the two. There was, it may be, an element of luck—he did win the race, of that I am assured—on the side of Louvois when he won the "Guineas" by a head; and now, explain it away how one may, Craganour, fit and well, seems to have reasserted his superiority. But admitting that, there immediately arises the further question, What is that superiority worth? Is it sufficient to make him a winner of the Derby? The question arises in this way. In the Two Thousand Guineas Meeting House (third) finished within two lengths of Craganour; in the Newmarket Stakes Sun Yat (second) ran Craganour to a length and a-half. Are we from that to infer that Craganour is not more than 4lb. or 5lb. in front of Sun Yat? If so, then, as far as "the book" goes to show, Craganour's pretention to classic form would be very slight. Mr. C. R. Richards, in his Unofficial Handicaps brought up to date of May 12th, puts Craganour 20lb. in front of Mr. J. B. Joel's colt. It may, of course, be said that the length and a-half by which Craganour won by no means represented the distance by which he could have won if pressed. I am not so sure of that, because with all the talk about Saxby having misjudged the winning-post

in the "Guineas," and the fact fresh in his mind that he himself—third, a head and half a length behind the winner—thought he had won the One Thousand with Prue, I very much doubt if Maher was inclined to run any risk of finding that between himself and the judge there was a difference of opinion as to the position of the winning-post. The probability is, I think, that Sun Yat is an improved, and still improving, colt. He has certainly improved in looks, and there was, I thought, plenty of room for improvement in him when he ran so well against Light Brigade in the Column Produce Stakes. These sort of speculations may be interesting enough, but for present purposes, the soundest view of the situation seems to me to accept the proposition that the best of the three year olds are now resuming the respective positions which they occupied at the end of their career as two year olds. Shogun has, it is true, made more growth and development than Craganour, and is, moreover, reputed to have been doing exceedingly well at his work of late, but every time they met last year Craganour beat him by three lengths, and there is no evident reason that I know for believing that he—Craganour—is not still capable of doing so. Assuming, then, that the two year old form of last year is to be relied upon, Craganour, Shogun and Louvois, in that order, should fill the three first places in the race for the Derby Stakes next week. I am, however, doubtful as to Louvois' ability to come down hill, nor do I think that he can act on hard ground. Shogun, we know, can do both; so that if the present weather continues, the going at Epsom will not be to the liking of Louvois, and the place assigned to him may be filled by Great Sport or Sun Yat. Lord Rosebery's beautiful filly, Prue, is reported to be a likely runner for the Derby, and on her last year's form might have to be reckoned with, and then there are the two French colts, Nimbus and Vulcan, concerning whom I can say no more than that I am told that the former is a useful colt. Whatever Shogun may do for Mr. E. Hulton in the Derby, Waiontha will, I think, win the Oaks for him, and here I must leave the two great classic races of next week until, when next these notes are written, they have to be dealt with under the head of "races past."

Some of last year's expensive yearlings are beginning to earn their keep. Mr. E. Hulton's Stornoway, by Desmond out of Lester-like 20, by Ladas (1), bought for 5,000 guineas at Doncaster, made his first appearance in the Hyde Park Plate at Epsom. He was then backward and ran unplaced, but fairly straight in condition, he came out and won the Norfolk Two Year Old Plate in great style, beating Mount William (giving 7lb.) and twenty-three others. On this form Stornoway is about on the same level as The Tetrarch—no bad recommendation in itself. Then there was Sphere of Influence, by Collar 16 out of Politesse 21, by Boulevard 22, winner of the Bedford Two Year Old Stakes on Thursday. A great, fine, raking filly she is, and with lots of room for improvement, too. She was bred by Mr. Murphy, and sold, I believe, by him to Sir W. Cooke for 1,000 guineas—cheap enough, too, at that price. Courageous, a strong, sturdy colt by Chaucer (1) out of Miss Tailor 7, by Orvieto (1) cost Mr. W. Clarke 1,550 guineas at Doncaster, and made a successful first appearance when he won the Breeders' Stakes at Newmarket last week. Then, at Gatwick, a much more expensive "lot" in the shape of Princess Ziria—she cost 3,700 guineas—by Your Majesty out of Ziria, came out and won the Worth Stakes; but she only beat Mr. Hulton's filly, Flichity—sold as a yearling for 370 guineas—by a head; still she won at the first time of asking.

I am asked to give some details of the pedigree of the colt by Great Scot or Royal Blue, bred, as I mentioned in last week's notes, in the hopes of producing another Blair Athol. Here they are in brief, and I venture to think that they will suffice to make clear the grounds on which the breeder of the colt—Mr. W. Allison—has based his hopes. Royal Blue 10 is by Charibert (1) out of Blue

Light, by Rataplan (3) out of Borealis, by Newminster (5) out of Blink Bonny. It is, I suppose, superfluous to point out that Blair Athol himself was by Stockwell (3) out of Blink Bonny, or that Stockwell and Rataplan were own brothers by The Baron out of Pocahontas. If we now turn to Great Scot (sire of the colt in question), we see that he is by Lochiel 36 out of Scotch Mary 11, by Clan Stuart (4), by Prince Charlie 12, by Blair Athol, and that Lochiel is also by Prince Charlie.

The few suggestions which I can make for this week's racing are that Dark Queen might win the Salisbury Foal Stakes, Jackdaw the Salisbury Cup and Aghdoe the Longleat Plate at Salisbury on Friday, and Clap Gate the Fitzwilliam Stakes at Doncaster on Friday, and Fairy King the Hurst Plate at Hurst Park on Saturday. Looking further ahead, I hope to see Craganour or Shogun win the Derby and Waiontha the Oaks next week. TRENTON

TRAVEL AND SPORT IN EQUATORIAL AFRICA.

A British Borderland; Experiences of Service, Sport and Adventure in British Equatoria. With 18 Illustrations and a Map. By Captain H. A. Wilson. (John Murray.)

IN his preface, Captain Wilson modestly denies his book any literary merit; as a matter of fact, it may make such a claim with far more right than the majority

of books of travel and sport, which have reached such alarming numbers of recent years. It is written easily and pleasantly, even though at times Captain Wilson exhibits the defects of these qualities by becoming "loose" and tautologous. He has an ear for words, and many of his descriptions are excellent. Much of what he writes has been dealt with before, though, as he was in British East Africa in 1902, he had opportunities for sport which the modern traveller cannot expect. He deals with the hardships which an officer might expect to encounter in the early days of British occupancy at Nimule and elsewhere, which included ticks, white ants, fever and lack of necessary comforts. Captain Wilson was invalided from Nimule to Jinja and then to Nandiff [Fort, where he celebrated his arrival by an attack of blackwater fever. The attack was a mild one, and did not prevent him taking part in one or two small punitive expeditions. Such an expedition he describes very vividly in Chapter VII. Later, he spent nine months on the Boundary Commission (Anglo-German), which he looks back on "as the most interesting period of my life." A good account is given of the methods employed in marking out the boundary, and the author considers that we may study with advantage the German

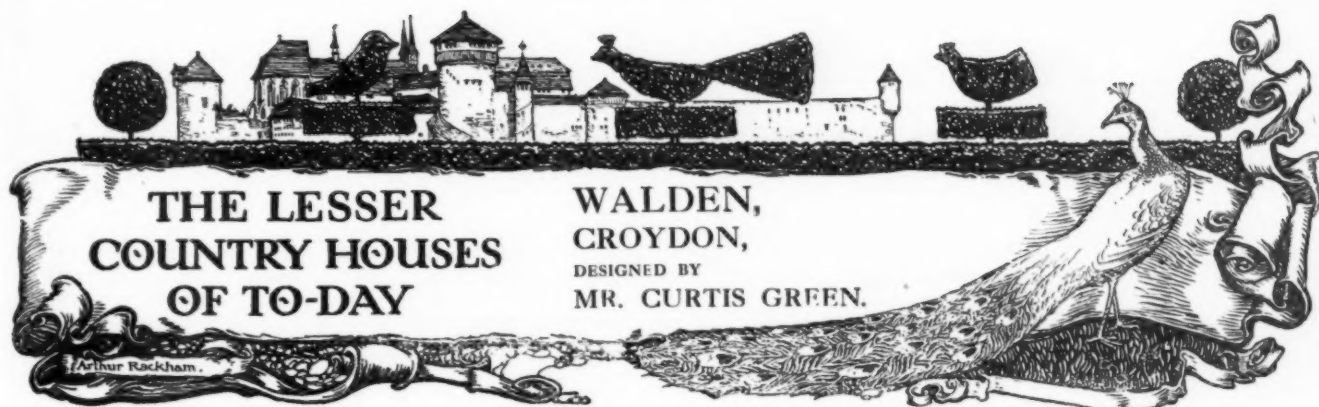
system of administration. We are too apt to think that as we are the most successful colonisers, we have nothing to learn. The description of a buffalo drive is good, and in Chapter X, several instances are given of the danger of allowing hidebound officials to act as superiors to men who are on the spot and who know the difficulties and dangers which can never be properly dealt with from an office chair. The author has a good word to say for racing in Nairobi, and pays a well-deserved tribute to the memory of Sir Donald Stewart, "the finest Governor East Africa ever had." He narrates several good lion stories, and page 291 contains an instance of the wonderful dormant qualities of the crocodile. Chapter XXI gives an interesting account of the Masai, who are rapidly falling into decay in spite of all measures taken for their preservation. Captain Wilson concludes his book with three chapters on Religions and Missions, the Country and its Future, which are all well worth reading, as expressing the views of a sensible man who knows what he is writing about and does not give vent to stereotyped opinions derived from books at second hand. He considers that the game is still the greatest asset which East Africa possesses, an opinion with which we agree. The photographs are of rather a commonplace order, and that on page 120 ought never to have been included, as it has already appeared in another volume on African sport, curiously enough on a similarly numbered page. The lion stories, which, as the author himself tells us, have already been related by Colonel Patterson, would have been better omitted. They only suggest padding, and Captain Wilson has plenty of good stories of his own to tell us. With these minor faults the book is an excellent one. The author's descriptive powers are more vivid than are generally met with in this class of literature. He will do better work in the future, but should guard against a tendency to become diffuse.



W. A. Rouch.

TRACERY, WHO PERFORMED SO WELL AT NEWMARKET.

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EVERY building site presents its especial problem, which has to be faced and solved. At Walden Mr. Curtis Green was confronted by a large difference of level between the roadway and the plateau on which the house was to stand. The rise from the path to the front door was about one in six, which did away with any possibility of an approach for carriages. The solution adopted is interesting and unusual. A forecourt was formed at the road-level and cut back far enough to allow a carriage to drive in and set down at the foot of a flight of twelve steps leading to the entrance door. Even so, there is some distance which must be negotiated in the open. This could only have been overcome by building some sort of covered cloister, an erection which is always a disturbing factor in the elevation of a house. Incidentally, the retaining wall of the forecourt serves as a solid base for the east front, which is by so much the gainer in height and presence. The nearness of the road to the south or chief garden front of the house made it needful that some sort of screen should be provided which would bring privacy to the terrace. This has been managed by providing a covered verandah at the east end of the terrace and connecting it with the main building by a screen wall. The house has been soundly planned so as to secure the maximum of south light, which pours freely through large windows into all the living-rooms, except



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EAST SIDE AND FORECOURT.

"C.L."

the smoke-room, which has outlooks to west and north. The drawing-room also captures the western sun, not only by



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THE SOUTH FRONT.

"COUNTRY LIFE."



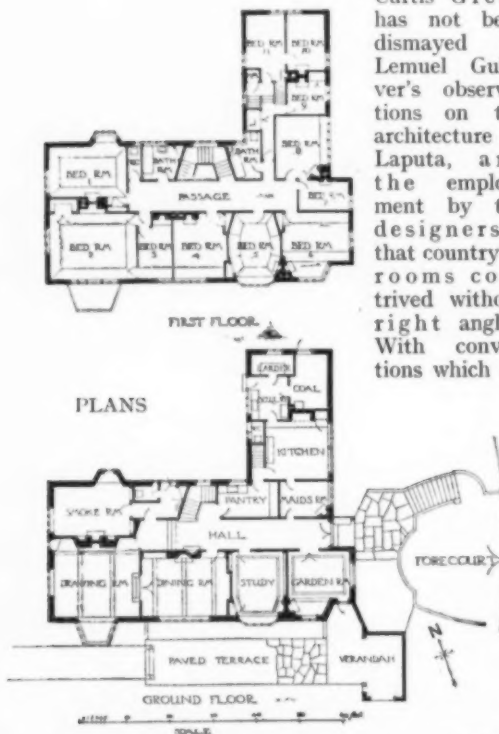
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THE ENTRANCE FRONT.

"COUNTRY LIFE."

its end window, but also by the big projecting bay. Within, as well as without, the variation in site-levels has left its mark. The west end of the house is three steps below the general level, but the drop is made at points where it gives no inconvenience. In the treatment of some of the

rooms Mr. Curtis Green has not been dismayed by Lemuel Gulliver's observations on the architecture of Laputa, and the employment by the designers of that country of rooms contrived without right angles. With convictions which he



PLANS



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FROM THE SOUTH-WEST.

"COUNTRY LIFE."

shares with every good housewife and not a few men of orderly mind, he has provided a wealth of cupboards, and in the process bedroom No. 5 has become a long octagon. One of the

corners so formed is occupied by its fireplace, another gives space for a cupboard in that room, while

The cost of the house, including garden walls, paving, etc., worked out at ninepence halfpenny a foot cube. The dining-room furniture is attractive and accords well with the prevailing character of the house. It is of unpolished walnut, and much use has been made of burred wood. It gives a play to the surface which concentrates interest on the wood itself and makes elaborate mouldings superfluous. The backs of the chairs testify to Chippendale's enduring influence, but they have an individual character which should be of the essence of modern furniture design. It is all to the good that it is once more being realised that the choice and devising of furniture comes within the province of the architect. Nothing so militates against the harmony of an interior as furniture which is in disaccord with the general design and treatment of the room. Old furniture, which has merit and character, looks well in most situations. It is astonishing how examples of widely



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STAIRS.



DINING-ROOM.



DRAWING-ROOM.



WALDEN, CROYDON: ON THE TERRACE.

honestly on its face. There is nothing new in this. Throughout the eighteenth century architects exercised a close supervision over furniture design. William Kent was a fluent and, on the whole, a successful adapter of architectural ideas to furniture. The Adam Brothers attached as much importance to every detail of equipment as they did to the main fabric of their houses, and devised a vast amount of furniture to suit their decorative notions. Even a giant like Chippendale was content, when necessary, to co-operate with architects in evolving a complete scheme. It was when he most closely adhered to architectural principles of design that he produced work of enduring merit. When all is said, the principles governing design are the same, whether they are applied to a porch, a mantel-piece or a chair. Any system of co-ordination which makes for unity between a building and its contents appeals to the fundamental common-sense, which ought to govern all aesthetic endeavour.

W.

differing schools of design can be set side by side without any sense of incongruity, when all the pieces are admirable in their own kind. Simply to reproduce the old, however, is not a very brave decorative policy, and in a modern house which is new from its foundations and designed from a modern point of view, it seems reasonable that the furniture should bear its own date

ARCHITECTURE AND THE STAGE

THIS week the University of Colombia, U.S.A., has acquired for its museum of dramatic art the interesting model of Drury Lane Theatre which has been made under the direction of Mr. Walter Godfrey by Mr. Maginnis. We now reproduce a photograph of it. It shows the Screen Scene in *The School for Scandal* as it was acted in 1778, but the peculiar interest of the model is that it reveals the interior of Sir Christopher Wren's Drury Lane as it was altered and decorated by the Brothers Adam for Sheridan. This work was done shortly before 1778, and soon after that date the theatre was destroyed. The authority for this interesting "restoration" is a rare print, a reproduction of which forms the frontispiece of Mr. W. J. Lawrence's fascinating volume of essays, *The Elizabethan Playhouse and Other Studies* (Shakespeare Head Press, Stratford-upon-Avon). It is surely time that England began a collection of materials for a history of English drama, such as this Drury Lane model. Colombia University already possesses Mr. Godfrey's models of the Fortune Theatre, and sets an example which should be followed in Shakespeare's own country. The London Museum owns such things as the Cardinal's robe worn by Sir Henry Irving as Wolsey, exhibits pretty enough but not strenuously educational. It would be a happy arrangement if a section of the museum, when it goes to its new home at Stafford House, could be set apart for a serious collection of exhibits illustrating the growth of the London stage. Mr. Lawrence's volume suggests many directions for the activity of the collector. He brings vast learning to the exposition of his subjects, in this, as in his earlier volume, yet escapes the charge of being a Dryasdust. "The Origin of the Theatre Programme" and "Early Systems of Admission" are two chapters of especial interest, but it is in his studies of the development of the stage itself that Mr. Lawrence excels. His essays on "Light and Darkness in the Elizabethan Theatre," "The Origin of the English Picture Stage" and "The Persistence of Elizabethan Conventionalisms" are of peculiar value now. Mr. Gordon Craig, Mr. Granville Barker, Professor Reinhardt and Mr. Poel have shown the limitations of the picture stage and have proved the success which follows a return to some at least of the Elizabethan conventions. It would be refreshing if Mr. Lawrence would let his illuminating criticism play on the conventions of the Chinese drama as they have been

shown to us in modified form by the staging of "The Yellow Jacket." His impartial survey of the change from the Elizabethan platform stage to the picture stage of the Restoration is especially valuable. He is careful to deny that the coming of the picture stage had anything to do with the decay of poetic drama: the two things synchronized, but that is all he will admit. It may be a blow to the enthusiasm of our neo-Elizabethans to find Mr. Lawrence roundly asserting that platform stages meant ill-made, and picture-stages well-made plays, but he seems to prove his case. We could wish that he had descended from the aloofness of the exponent of stage history to consider how far the modern productions on an apron stage (e.g., *The Winter's Tale* and *Twelfth Night* at the Savoy Theatre) had captured the atmosphere of the pre-Restoration stage. In this connection it is important to realise that the Drury Lane Theatre of 1778 had an apron in front of the proscenium with important proscenium doors, such as had to be improvised lately at the Savoy. The book is to be very heartily commended to



DRURY LANE THEATRE AS REMODELLED BY THE BROTHERS ADAM.

all who are interested in the history of the development of the English Stage, a subject too long neglected.

We confess to some disappointment at the contents of *Shakespeare in the Theatre*, by Mr. William Poel (Sidgwick and Jackson).

POLO NOTES.

INTERNATIONAL POLO—THE AMERICAN TEAM.

THE American Polo Association seem to be making the same mistake that Hurlingham made in 1909. They are in doubt as to the composition of the team. I have been making some studies of polo from the experience of the past few years, and I am convinced that the importance of a perfectly combined team far exceeds the value of putting together the four best players. Of course, it must be assumed that the players likely to be selected are near the top of the handicap. Then the four best players will be those who combine the best, and have not only unity of form but of temperament, and make not four men but a team. This is the rock on which we split, and I cannot but think that if Mr. Stoddart and Mr. Foxhall Keene are taken on instead of the Messrs. Waterbury, the England team will win. Mr. Foxhall Keene is a very fine player, but he played in the first International Cup match in 1886, and he is notoriously a difficult man to fit into a team. Mr. Stoddart, who played here in 1909, impressed everyone favourably, but he is, or was then, essentially a No. 4. This might oblige Mr. Whitney to try Mr. Milburn at No. 1. First-rate backs often make excellent No. 1 players, but this remains to be proved. We do not know what the reason for the possible exclusion of the Messrs. Waterbury may be, but the loss of their combination might well cost the American Polo Association team the Cup.

THE ENGLISH TEAM AT PRACTICE.

All of us who met Mr. R. L. Aganiz in England when he was over here in quest of the Cup will recollect his admirable style of play, and will be interested to note that he has been playing in his old form in the practice games at Piping Rock. The English team—Captain Cheape, Captain A. N. Edwards, Captain Ritson and Captain V. Lockett, with Captain Miller to take the latter's place later in the game, as it was thought advisable that Captain Lockett should only play four periods—beat Mr. Bendlestone, Mr. Von Stade, Mr. Freake and Mr. Aganiz. The England team won by $5\frac{1}{2}$ to $4\frac{1}{2}$. Considering that the American side was a scratch team and was not, except in the case of the backs, quite in the first class, this was not a great performance. The defence always had the upper hand and the attack was not up to International form. It has been said that the English team were not out to make a score. That is only an excuse. What side would not make goals if they could? And a team of which, like ours, the weak point has been an uncertainty in goal-hitting would not lose chances of practice. It might be worth while to try Captain Edwards at No. 1 and Mr. Freake, who has such admirable ponies to ride, at No. 2 for a trial if, as this game suggests, our forwards are temporarily off their play.

THE SOCIAL CLUBS' CUP AT HURLINGHAM.

This tournament had four entries. The first ties were played on Wednesday and the second on Thursday, while the final was decided on Saturday. The first ties were between the representatives of two clubs which have never played before—the Royal Automobile Club—Captain T. P. Melwill, Sir Cecil Graham, Mr. A. Grisar and Mr. F. Rich—and the Colchester Garrison Club—Captain J. S. Cawley, Captain C. G. Mangles, Captain F. B. Hurndall and Mr. H. M. Soames. The latter team was the regimental team of the 20th Hussars. These had the advantage of being a team, while their opponents were only a scratch team. There was not a great deal of difference in the play, but the Royal Automobile Club's ponies were faster, and this just accounted for the two goals by which the Royal Automobile Club won. Given two teams fairly equal, two goals in twelve about represents the value of superior ponies to a team. The second tie was between White's Club—Lord Shrewsbury, Mr. G. A. Miller, Captain Godfrey Heseltine and Mr. C. D. Miller—and the Marlborough—Mr. W. H. Pearson, Captain F. R. Penn, Captain H. C. S. Ashton and Captain F. W. Cavendish. This was a most exciting game. The scores were level until the fourth period. It was anybody's game till just at the close, when possibly the younger team stayed the best and, being one goal ahead, kept the advantage to the end. The score—7 goals to 6—was fairly high, showing that neither side missed many good chances.

THE FIRST LIFE GUARDS.

The most interesting polo of the week was the match on Wednesday between the 1st Life Guards and the Woodpeckers—

It is chiefly a reprint of various articles, some controversial, on some of the plays and their stage versions and on the movement towards a National Theatre. The first chapter deals with the Elizabethan Playhouse, but only in a very slight fashion.

Major G. D. Holson, Lord Dalmeny, Captain Herbert Wilson and Captain Hardress Lloyd. The latter team had two International players and two (Lord Dalmeny and Major Holson) with handicaps of 6 and 7 respectively. The 1st Life Guards sent Lord Hugh Grosvenor, Captain L. H. Hardy, Captain Miller Mundy and Major Edgar Brassey. This is a good regimental team, and held together well. At first the Woodpeckers were too strong for them, but the soldiers pegged away steadily, and after half-time the Woodpeckers began to give way. The combination, the hard hitting and resolute galloping of the 1st Life Guards began to tell, and their score mounted up, so that at the close the board showed Woodpeckers 6, 1st Life Guards 5. Allowing for the fact that the Woodpeckers did not combine well, and, consequently, could not stay, the 1st Life Guards are a good team, and the steadiness with which they played an uphill game and the promptness with which they availed themselves of the faltering of their adversaries showed qualities which will stand them in good stead in the Whitney Cup and the Inter-regimental Tournament. This game was played at Ranelagh, and here, too, the grounds were in excellent condition.

THE OLD ETONIANS.

This is, so far, the best team of the season. We have not seen them for a year, as Mr. R. Grenfell was unable to play. He is still a strong point in the team, and they have, so far, won all their matches when he was present. Without Mr. Grenfell the Tigers are the stronger team, for Count de Madre's team is made up of Captain Shah Mirza Beg, Captain Railston, Mr. A. L. Tate and himself. This team, for which generally Captain Hunter or Captain West play at No. 4, is beautifully mounted; but they were beaten by the Old Cantabs. When the Old Etonians—Mr. Phipps Hornby (9th Lancers), Mr. R. Grenfell, Lord Rocksavage and Captain Penn—met the Woodpeckers—the team being Major Cawley, Captain H. Wilson, Captain H. Lloyd and Lord Dalmeny—they beat the Woodpeckers by 12 goals to 2. The latter, of course, are not yet nearly the team on the polo ground that they are on paper, as the way the 1st Life Guards pressed them shows clearly enough.

THE OLD CANTABS.

After seeing Mr. Buckmaster leading the team of Old Cantabs during the past week, it is impossible not to regret that this fine player and leader of a team was not able to represent English polo in America, if only to show to our friends across the Atlantic the best style of English polo. The other members of the Old Cantabs team are Mr. Evelyn Rothschild, Captain Godfrey Heseltine and Mr. A. L. Tate. In Mr. Evelyn Rothschild the Old Cantabs have a quick and speedy forward. Mounted on some fast ponies, he showed the power to hit and retain his control of the ball at a high rate of speed, and he can hit goals. Indeed, the high score of 9 goals made by the Old Cantabs against a team of the quality of the Tigers shows that they can score when the chance is given them. Mr. Tate is amply fulfilling the promise he gave last season of becoming a first-rate No. 4. It is not the least of Mr. Buckmaster's services to the game of polo that he has trained in the Old Cantabs team so many young players. The Old Cantabs were once a young team, for they were formed originally of the members of the best team that ever came from the University. Since they have become Old Cantabs, they have been a school of polo for all the best men at polo of the University, and quite a number have been trained for the game. Like Rugby, the Old Cantabs have been a school for polo, though in a somewhat different style.

REGIMENTAL TEAMS.

We have, during the past week, seen the following regimental teams: The 20th Hussars (playing as the Colchester Garrison Club in the Social Clubs' Tournament). The ponies of this team were rather outpaced by those of the Royal Automobile Club, but the men played well. The 1st Life Guards are, however, a faster team, and their back, Major Edgar Brassey, is quite first rate. They made, as noted above, a great struggle with the Woodpeckers, and equalled them for pace and surpassed them in combination. The 1st Life Guards team must have a chance in the Inter-regimental. The 11th Hussars showed fairly well at Ranelagh against the Wasps, but the Hussars—Mr. A. Peyton, Lieutenant-Colonel Pitman, Major W. J. Lockett and Mr. J. G. Lowther—combined

well, and may improve out of all knowledge with plenty of practice. The 15th Hussars, although they have only recently returned to England, made a great show at Ranelagh against the Tigers. The final score was Tigers 9, 15th Hussars 3, but the former's ponies would be worth two goals to them if ponies were, as I think they must be, handicapped. The 15th Hussars, combining well, just failed in certainty of aim at the goalpost; but this was not to be wondered at, seeing that English grounds and ponies must be new to them. The 15th Hussars team was Mr. B. Osborne, Captain Bingham, Captain F. Barrett and Mr. M. A. Muir. They have in Captain Barrett a magnificent player, regarded in India as one of the finest hitters, quite up to International form; and such a No. 3 ought to make any regimental team formidable. But, so far, the best team is the 5th Lancers—Mr. E. Ramsden, Mr. J. A. Rice, Mr. T. L. Wordsworth and Mr. B. W. Robinson. This is a young team, very fast, very keen and wonderfully steady in combination. We have yet to see the Royal Horse Guards and the full team of the 2nd Life Guards and the 4th Hussars. The 9th Lancers are a quick and powerful team. On paper the Royal Horse Guards, the 9th Lancers, the 5th Lancers and the 1st Life Guards at present

look like taking a prominent place in the Inter-regimental Cup Tournament.

THE HURLINGHAM CLUB AND POLO.

The General Committee of the Hurlingham Club will probably accept the suggestion of the County Polo Association to set free their Polo Sub-Committee from all control by the General Committee. This is the only way by which Hurlingham can retain permanently the position they value as the governing body of polo. Being a members' club, the General Committee is elected to represent not only the polo players, but the body of members, and this makes the General Committee an unsuitable governing body for polo. If the Hurlingham Polo Committee, no longer a Sub-Committee, has an increased representation, it will be a very powerful body, and able to effect any necessary changes and exert any desirable control. The Hurlingham Sub-Committee, conscious of its own weak position, has, though composed of strong men, been always tentative and hesitating in action, and what polo players wish for and know to be needed is a strong ruling body. If it retains the old name and associations of Hurlingham, that will be a gain. For all practical purposes it will be a national Association, and the name matters very little. X.

"DREAMS, THAT HAVE DREAMS FOR FATHERS."

THE most haunting of all sad things is the dwelling of ancient splendour when its glory has departed, leaving it only "a melancholy shroud," and in Ireland this sadness is often deepened by the natural melancholy of the land, and by the lonely desolation of bog and rocky hill. Of all Irish ruins I think there can be none more thickly peopled with dreams and ghosts than the roofless churches and the round-towers of Clonmacnois, and the approach to them from the east works up gradually, as it were, to their grandeur and melancholy. Wooded hills and rolling pasture give way little by little to a stern, wild country of bogs and eskars. When the heather is in flower it shows a delicate pinky purple between the dark red trunks of the pine trees that stand at the bog's edge in a long, straggling line, their dark heads bowed before the west wind that sweeps in day after day across the marshes of the Shannon from the far Atlantic. Lonely, austere, with the dignity of silent endurance, bowing to the inevitable, without struggle as without complaint, yet withal deep-rooted, patient, determined, these pines are typical of so much in Ireland, of the silent, patient endurance of a peasantry that still seems scarcely less rooted to the soil than are these wind-worn trees.

Such are the old men and women stacking turf against the rough walls of the little cabins that crouch by the roadside, some of them without windows or chimneys, the blue turf smoke curling upwards from the open door, while perhaps a cat pauses to stare in its rat-hunting among the weed-grown thatch that is on a level with the road. Here and there are more modern cottages, clinging together as if in mutual protection against the encroaching bog; but the prevalent impression of the country here is an extreme loneliness. Trees and houses grow fewer, till on right and left, as far as the eye can reach, stretches the bog—an arm of the great Bog of Allen, that lies right across Ireland from the Shannon to Knock Ailshin, home of Finn, son of Cumhal, who, reared like Hermes secretly in the forest, is still said to sleep somewhere in the Slieve Bloom Mountains. In a cave among the mountains that stain the southern sky with a faint blue line he sleeps, with the Dord Fiann, his magic horn, beside him, till, in the fulness of time, comes that one who, with three blasts of the Dord, shall awaken the Fianna from their magic sleep.

In late August this Bog of Allen is wine red with blossoming heather, all shot through with the Indian yellow of flowering

grasses, as if Kathleen ni Houlihan would weave for her sleeping hero a coverlet fairer than the purple of Tyre and gold of Ophir that decked Solomon in all his glory; but now, under the cloud-stained October sky, the purple of dead heather is merging fast into the brown of peat and pool. Great bushes of heather on the rising ground above the road are silhouetted sombrely against a grey sky, suggesting an infinite mystery, as if their dark outline were indeed the final ridge of all, and beyond it might lie that country where William Morris placed his "Well at the World's End," the "Land of Heart's Desire," "where nobody gets old and godly and grave . . . where nobody gets old and bitter of tongue."

Along the roadside the turf is piled in little conical stacks, the square brown blocks as neatly poised one upon the other as if a "leprechaun," weary of his fairy cobbling, had played at building pyramids one moonlit night, and the cliffs where the turf has been cut are so dark a chocolate that it seems almost

black in the cloud-shadows. At the feet of these miniature cliffs lie dark pools, with the sky reflected like tarnished steel on their still surfaces, between the overhanging bushes of heather. So deep are these pools, so still, so dark, that gazing into their inscrutable depths one might almost hope to catch some fleeting glimpse of that strange world where the Marsh-King holds his gloomy court, down, far down, beneath the mouldering remains of primeval forests and the whitening



NUNNERY AT CLONMACNOIS.

bones of men. Strange skeleton shapes of age-old trees, dug from the bog, jagged as the horns of elk or mammoth deer, thrust gaunt arms up from the brown waters, till one fancies them some of the disguises of the Marsh-King himself, he who in Hans Andersen's greatest tale played a northern Pluto to the Proserpine of the poor little Egyptian swan-princess. He is surely as cruel and ruthless now in these Irish bogs as in the wild marshes of Wendsyssel two thousand years ago, for the patches of potatoes, the tiny fields of oats are hard won, and harder kept from his encroaching heather and grey buckthorn. Tilled with infinite labour, fenced about carefully with great walls of grey stone, these squares are alive now with women, old and young, tying up the "stooks" of a late and rain-sodden harvest in hopes of saving some few oats for the winter "stir-about." White-capped, short-skirted, with bare throats and arms and feet, the women work among the yellow-brown stubble, a bright shawl giving the only note of colour in the sober picture. They work silently, with bent backs an-

patient faces, full of the dumb, yet dogged, endurance that Millet has touched with such poetic suggestion in his "Gleaners" and "Angelus."

And then the long, narrow bog causeway climbs a range of eskars, or gravel hills, turning sharply this way and that. These eskars have a strange air of unreality about them that it is almost impossible to translate into words. Their uncouth outlines, their jagged edge against the sky, show unnaturally, as if they had been built long ago as giant cairns for dead warriors, or the magic of the Tuatha De Danaan had raised them a barrier to guard their world of eternal youth and beauty.

Gaunt, naked rocks on the slopes, one above the other in endless succession, gleam coldly grey against the low, coarse grass and sheep-cropped tangle of low bushes. Here and there a thorn, aflame now, like Moses' burning bush, with a mass of red haws, shows taller than its humble fellows. There is something in these hillsides reminiscent of an early Italian picture; among just such grey rocks and red thorns might Fra Lippo Lippi have painted the Holy Mother and Child—the Madonna, white-veiled, blue-robed, bending stiffly and serenely above her work, while at her feet the Christ-Child plays with a berried bough broken from the thorn-tree near by, and perhaps the thorns, piercing the tiny hands, stain their softness with drops whose redness foreshadows the day when the Divine head shall be pierced by a crown of these same thorns.

And then, through an opening in the last line of eskars, turning sharply to the right there breaks suddenly upon one the view of the ruins of Clonmacnois, standing on a low sandy hill that scarcely rises above the waters of the Shannon. A Norman castle, seven ruined churches, two round-towers, two Celtic crosses—they look out across the desolate plain through which the Shannon winds its slow way towards Lough Dearg and the sea. For nearly fourteen hundred years God has been worshipped with Christian rites on this lonely spot. Before St. Augustine brought the Gospel to the heathen Saxon, before Christianity had penetrated into the mountains of Switzerland or the forests of Germany, the Sacrifice of the Mass was offered here daily in the little wooden church of St. Kieran—afterwards surrounded by the rough stone walls which are still standing. The wooden church, which one likes to think may have been built by St. Kieran's own skilled hands, can have been scarcely more than large enough for the altar, the priest and the server; the worshippers must have knelt outside under the sky, looking

cross. Yet for all the peace of St. Luke's summer, there is an atmosphere of extraordinary loneliness and desolation. The wide marshy plains, rush-fringed, stained a deep purple-brown where bog encroaches on hayfields, are shadowed by passing clouds to a sombre study in grey and brown, only relieved by the sulphur yellow of a field of wild mustard on the lower slopes



A ROADSIDE CABIN.

of the eskar—and the great river winds its way seawards sulkily between its flat banks, its dull, steely surface hardly ruffled by the faint western breeze.

Not a sound breaks the stillness except the crying of a solitary gull circling about O'Ruairc's half-ruined tower. Here, in this grave of memories, "dreams, that have had dreams for fathers, live in us," and, watching the flash of white under the wide grey wings, one seems to distinguish in the weird wailing cries the words that Forgael heard the soul-birds chant as they flew westward:

"I have fled to my beloved in the air,
In the waste of the high air, that we may wander
Among the windy meadows of the dawn."

For that greater round-tower, wantonly defaced by the cannonballs of Cromwell's garrison in Athlone, was built by O'Ruairc, whose wife Dearvorgil has been called the Helen of Ireland. It was her strange brooding beauty that drove mad with desire of her Diarmuid, the fierce, lawless King of Leinster, so that for her, like another Antony, he gave up all, even honour, and driven from his kingdom, for her sake, he wreaked a vengeance that is not yet dead, bringing back with him from his exile Strongbow and his grim Norman knights.

Had Dearvorgil indeed a beauty like hers, whose

... Face, launched a thousand ships,
And burned the topless towers of Ilium?

And Diarmuid, her lover, was he such an one as his namesake, that "did many great deeds," the "sweet-worded man with dark hair and cheeks like the rowan berry," whom no woman could see and not love? Out through the driving mist that obscures so much of Irish history, these two lovers loom suddenly vivid—passionate, lawless, immortally alive. And afterwards, when Diarmuid, having seen Dublin sacked and Ireland overrun by the fierce Norman mercenaries, died a lonely and accursed death, then Dearvorgil founded the nunnery that lies a few hundred yards away. The nunnery is reached along the Pilgrim's Way, a narrow, flagged causeway raised above the marshy meadows, whose rush-like grass has already warmed to its winter tint of Indian yellow. Grass and weeds have grown upon the causeway, for no pilgrim's feet tread it now—soft dandelion "clocks" whose grey seeds are as ethereal as the "stuff that

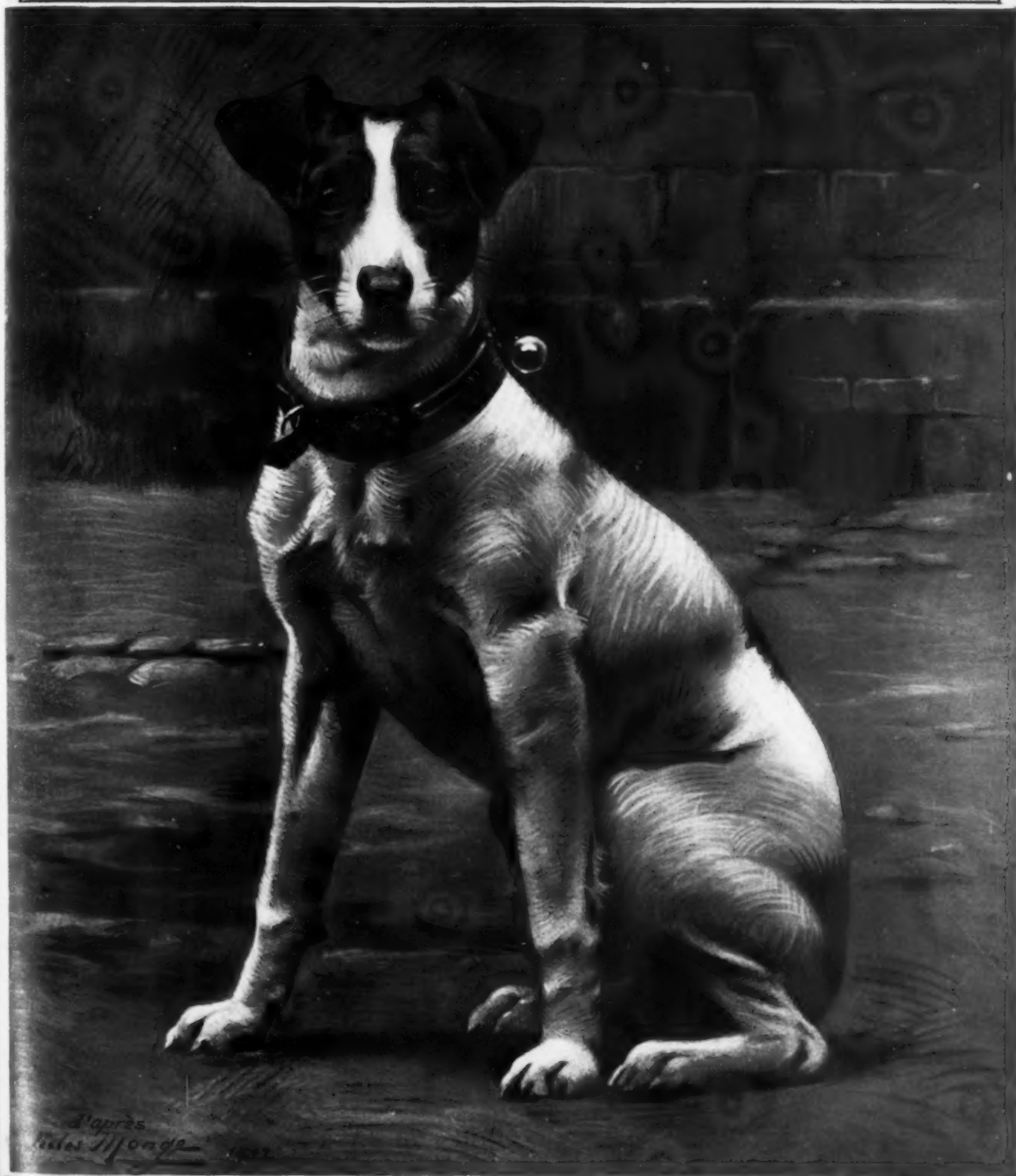
dreams are made of," little purple scabious, tall brown heads of hemlock seeds, daisies lifting bright eyes to the sunshine, and wild thyme, sending up a faint fragrance as it is crushed underfoot. And, treading the worn, grey flagstones, instinctively there springs into one's mind a memory of another "Holy Way," trodden also by the feet of saints and soldiers, of sorrowing



A BOG POOL.

westward across the Shannon to where the distant Galway hills bound the great plain. The pale autumn sunshine gilds the roofless churches and lingers lovingly on the carved stone crosses till the weather-stained limestone sparkles like a mass of tiny diamonds, and St. Kieran, gentle carpenter, with chisel and mallet in his hands, looks west from the centre of the larger

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women and barbaric conquerors—the Via Sacra at Rome, where it climbs through the Forum to the Capitol, towering gauntly yellow against the cloudless Italian sky. Scarcely a quarter of a mile from O'Ruairc's tower one climbs over a low stone wall, and then, within a little enclosure, sheltered by Austrian pines, an atmosphere of extraordinary peace seems to enfold one, an atmosphere in startling contrast to the desolation born of death that clings about the ruined churches and round-towers.

In the centre of this small "God's Acre" stands all that is left of the Nun's Chapel—two Romanesque arches and the crumbling remains of the four walls. The arches, which have been carefully and reverently repaired, are of fine workmanship, the limestone deeply cut into "dog-tooth" and "wave" mouldings, while a typically Irish note is struck by the interlaced Celtic patterns on the capitals of the pillars that support the arches. Through the larger chancel arch is a rough mass of stones, marking the site of the altar where Mass was said daily for the little congregation of silent, black-robed nuns, while ridges in the coarse grass near by show the outlines of the nunnery buildings. And here, where nettles grow knee-high, where cattle crop the grass within the sanctuary walls, one can feel, as nowhere else, the abiding presence of those who in olden days worked and lived and died solely "for the greater glory of God," content to moulder forgotten in nameless graves, if they had but added their note to the great hymn of prayer and praise that ascends for ever like incense before the Throne.

And perhaps Dearvorig found at last peace from the storm and stress of life within the walls that she had founded. It may be that she, beautiful, passionate, desirable, was laid here to rest among the sleeping nuns, where the yellow leaves from the great ash tree flutter down silently, one by one, to find their graves too among the carved grey stones and weed-grown grass.

Retracing one's steps along the Pilgrim's Way, the last yellow glow from the western sky falls upon the ruins, silhouetting St. Kieran's churches and O'Ruairc's roofless tower sharply against the sky, touching to an almost unearthly radiance the smaller round tower, which, joined to the little eleventh century chapel, still soars aloft, its slim height supporting the sharply conical stone roof, gleaming like a giant candle in stone that through the ages of doubt and disbelief still burns with the message of hope and faith.

The river shines palely silver under the sunset sky, but a faint mist is creeping up from the marshes, like the silent gathering of ghostly hosts, till through it one fancies the Danish ships stealing up from the sea, long, narrow, high-prowed, with the wide wings of the Viking helmets flashing a message of warning. And in the shadows that are filling the "cathedral" a figure seems to steal through the carved doorway, with blue eyes and heavy yellow plaits that glimmer faintly in the dusk, for here the witch-wife of Thorkist the Dane wove her northern spells as she stood on the High Altar, her feet slipping amid the monk's blood, while about her still smouldered the charred ashes of the wooden church walls.

The great castle of Hugh de Lacy, towering grimly above the river, shows in the gathering dusk like a pile of rocks that some Titans at play have flung carelessly together, for even the gunpowder of Cromwell's soldiers, powerless against the iron strength of Norman masonry, could only fling giant blocks of it upon their side, and send some rolling, still unbroken, into the grass-grown moat fifty feet below. Turning homeward along the bog road, the ruins show for the last time darkly outlined against the sky, where yellow is fading to green and silver, while on the western Galway hills the new moon is poised, like some slim, orange-veiled figure standing at the world's end, perhaps, indeed, "the ever-living one," Kathleen ni Houlihain herself, crying aloud beyond the crumbling ruins, across the desolate bog:

"Happiness beyond measure, happiness where the sun dies."

MARGARET YEO.

KENNEL NOTES.

LONDON FOX-TERRIER CLUB.

LAST week's admirable show at the Crystal Palace was the twenty-sixth promoted by the London Fox-terrier Club, of which Mr. G. L. Amlot has for so long been the hon. secretary. The entries were not quite so numerous as usual, the breed having been catered for very liberally during the last month or two; but, coming so soon after Fylde, with many of the same dogs meeting, the judging was naturally interesting. Mr. J. C. Tinne went over the smooths with his wonted care, and Mr. J. J. Holgate, who has a wonderful eye for a dog of almost any sort, was entrusted with the wires. Dr. Ptolemy A. Colmer's Yeovil Boss was the winning smooth puppy, quite

a good little dog in every respect. I liked Mr. Francis Redmond's Diving Baron, third (he is of a class that will carry him far in the future); Mrs. T. Losco Bradley's Cromwell Roy, fourth, is coming along well. The maiden and novice awards were the same—Mr. F. H. Radford's Sandford, first, a nice-bodied dog; second, Mr. J. Goff Pim's stylish Lisna Recaster; third, a more than useful sort in Mr. H. Thomas' Deepdale. Mr. Redmond's Diving Joe was again put over Mrs. Bradley's Cromwell Sovereign, both terriers of character, in the special limit, and the former won in limit over Mr. Desmond O'Connell's well-known Orkadian, a beautiful terrier all through; third, Mr. Percy Howard's Okehurst Othello, excellent bone and head with quality. Open dogs saw Mr. R. Williamson's Champion Levenside Luke at his best, and that is saying much—beautiful neck, good head and clinking outline. He was put above Mr. Redmond's Dangler, another of the first rank. Third, Orkadian. The bitch puppies brought out several that were uncommonly pleasing, Dr. J. A. Hosker's Let's Hope leading. She is of the improving kind. Mr. Redmond's Denizen, second, is an admirable stamp, and I was much taken with the third, Mr. Goff Pim's Lisna Reliance. She has a fine outline and shows well. Fourth, Dr. Colmer's Yeovil Queenie. New ones in novices were Mrs. Bradley's Cromwell Gipsy, second, a most stylish bitch in every way, and Mr. Vivian's Buxar Waterbaby, third. Let's Hope won the special limit, followed by Mr. Walter Glynn's Brynhir Biddy, a soundly made bitch of character. Mr. S. G. Fildes' Wyche Waif was third. The limit class introduced us to the eventual champion, Mr. Redmond's well-balanced D'Orsay's Donna, stamped all over with the imprint of the Totteridge kennels. Brynhir Biddy was second and Mr. Radford's Bramcote Countess third. Diving Joe was awarded the dog challenge prize, and D'Orsay's Donna lifted the two cups for the best of the smooths, as well as winning the Twenty-second Produce Stakes for her sex. Similar stakes for dogs went to Yeovil Boss. These and the two cups mentioned were restricted to members of the club. The Eighteenth Hopeful Stakes for dogs went to Mr. H. D. Wraith's Ingatestone Ryon, and for bitches, to D'Orsay's Donna.

THE WIRE-HAIRED.

Although the wire-haired were less numerous, competition was keen, and little divided the winners in several classes. The best dog puppy was Miss Hatfield's Morden Badminton, whose grand body, good bone and coat of the right texture carried him comfortably to the front. Mr. J. H. Pardoe's St. Giles Rebuke, second, has a long, well-modelled head. Third, Mr. A. E. G. Way's Brockley Gimcrack, with the Duchess of Newcastle's Cocoa Nut of Notts fourth. Mr. J. Rawson's Swinton Salex, second in novice, refused to make the most of his good points, but he improved in the special limit, where he came out top; St. Giles Rebuke second, and Mr. Redmond's Dusky Collar third. This dog has free action, and a body of the first class. The limit and open went to the Duchess of Newcastle's well known Corker of Notts; he was put down in the pink of condition, and defeated Mr. H. H. Wilson's Wrose Collar Boy, second open, and Mr. A. Cooper's Ch. Gaycroft Salex, third—a most interesting little lot to go over. In bitch puppies the Duchess of Newcastle once more scored, with Click Clack of Notts, who, when furnished, should take a lot of stopping; second, Mr. Wilfrid Cutting's Rotsea Viola; and third, Mr. Henry Boulderson's Northchapel Nellie. Messrs. Crawford and Perrin are among the Americans bold enough to have a try on this side, and they are to be congratulated upon making Gypsy Moth a full champion by her win here. She was first open and limit, thus scoring her third challenge prize. Just the right size, with short back and true front, she fills the picture well. Mr. H. R. Grellet's Elfrida, another good one, was second in open, with Mr. Wilson's Wrose Collar Girl following. Miss Lewis was first and second, with Wire Boy of Paignton and Collarbone of Paignton, in the twenty-second produce stakes. Miss Hatfield's Morden Badminton won the Hopeful Stakes for dogs, that for bitches being headed by Mr. N. A. Loraine's Esher Liquorice.

FIELD TRIAL AND OTHER MATTERS.

Applications for nominations for the Kennel Club Retriever Trials, to be held on October 1st and following days, cannot be received later than July 1st. Schedules may now be had from Mr. E. W. Jaquet. An individual owner may not apply for more than one nomination in one stake. Lord Lonsdale's handsome challenge trophy will be up for competition for the first time, this being for the best retriever handled by its owner which has not been in the hands of a breaker for the purposes of training for two months prior to the date of the meeting. At the Kennel Club dinner on 1911, in a very able speech on field trials, Lord Lonsdale strongly advocated the breaking and handling of dogs by their owners.

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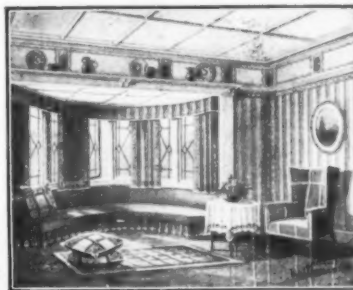
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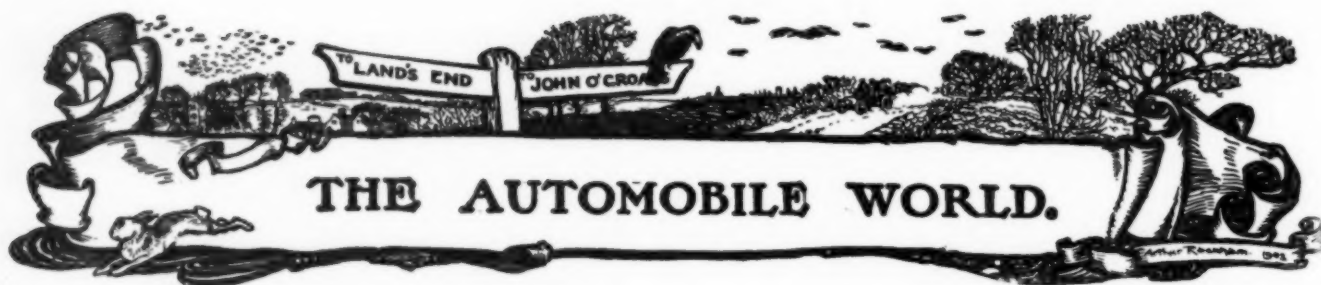
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A MOTOR TOUR THROUGH PORTUGAL.

TO leave London in the midst of dull, chilly weather and three days later to find oneself in a land of flowers and sunshine is altogether delightful. So we thought when, a couple of months ago, we landed in Leixoes, after a wonderfully smooth sea passage. The land was bathed in sunshine; it might have been a day in June—an ideal English June. Though warm, the air was crisp and fresh, and fragrant with the scent of pines and flowers. In the distance the mountains were still slumbering in the purple haze of early dawn; and all along our route to Oporto, the sea, a shimmering opalescent blue, lay to our right, rolling up the beach in immense foamy waves. By the wayside grew mimosa trees, one mass of blossom; camellias in full bloom, red and pink and white, looking like huge rose trees; orange and lemon trees, laden with ripe golden fruit; magnolias, myrtles, pines and cedars; while vineyards, groves of olives, and plantations of evergreens clothed the slopes of the mountains.

We had expected to see signs of unrest and discontent, and we were agreeably disappointed. Although we travelled through the whole land, from the North to the extreme South, and visited every known and unknown place of interest, we heard no reference to political affairs. Citizens and peasants alike seemed to be absorbed in their daily routine. One would never dream that so recently the country had been the scene of upheaval and revolution. However, we did not trouble ourselves with questions of government. We went to Portugal to enjoy the exquisite scenery, and found it far surpassed our expectations. We were charmed with the people; everywhere we met with the greatest courtesy and kindness. We found the hotels scrupulously clean and most comfortable. The language presented no difficulty, for although Portuguese is universally spoken, French is generally understood, and, as often as not, English as well.

Portugal is a country to delight the artist—quaint old Moorish hamlets and villages; ancient churches, cathedrals and monasteries, in every style of architecture, and with exquisite carvings in wood and stone; picturesque peasants, charming and graceful; everywhere rich vivid colouring against the dark blue-green back

ground of olive groves that cover the slopes of the mountains. The marvel is that this land is not overrun with tourists. As yet it is one of the least-known countries in Europe, and this is one of its attractions. Everything is fresh, novel, and interesting. One gets out of the beaten track at once after leaving Oporto or Lisbon. Fascinating as these two cities are, they cannot compete with the beauty and subtle charm of such places as Bussaco, Guimaraes, Bom Jesus, Braga, Coimbra, and, in the extreme South, Lagos, Portimao and Praia da Rocha.

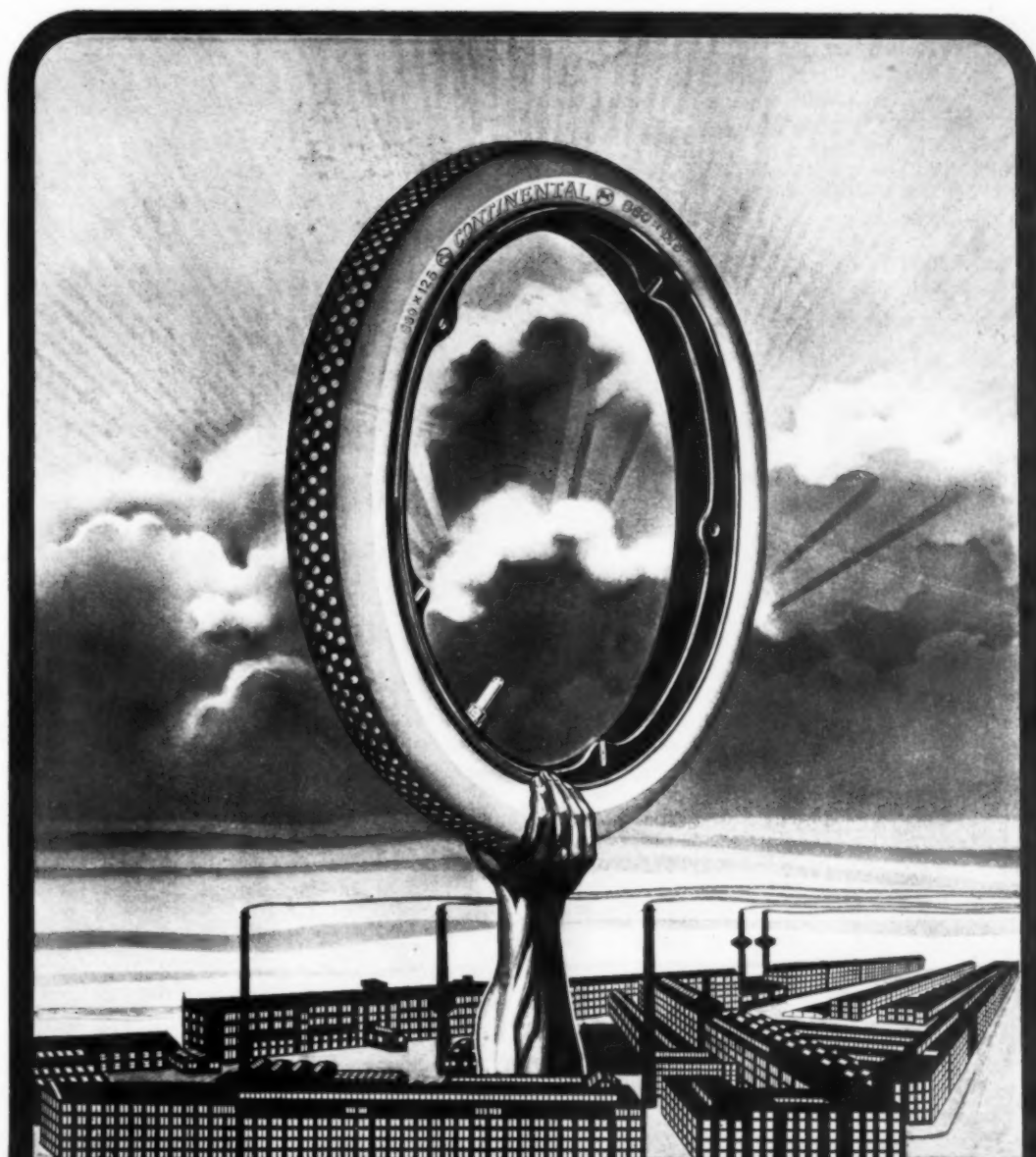
One cannot describe or even mention all the other beautiful places visited in Portugal, but these few stand out as being pre-eminently interesting and delightful. The scenery around Guimaraes and Bom Jesus is exceptionally lovely. At the latter resort there is a pretty hotel, situated up in the hills, and quite an ideal place to spend a few days. Coimbra is a very interesting city, noted for its university, its ancient churches and buildings, and magnificent surrounding scenery. The students strolling about the streets, bareheaded, and with long black gowns, lend an air of classic distinction to the place. As we entered our hotel a shower of flowers came raining down from the balconies above. This pretty custom of greeting the new arrival with a shower of flowers prevails all over Portugal, while everywhere the cry of "Viva Inglaterra! Viva Inglaterra!" echoed and re-echoed through the streets; for the English are immensely popular here, and this in itself helps to make a holiday in the country most enjoyable. One is received everywhere as a friend.

The scenery in the South of Portugal is wilder and more rugged, and the climate is milder than in the North. Lagos and Praia da Rocha on the South Coast are enchanting, towering rocks, and long stretches of silvery sand, and magnificent seas. Though early spring, the climate was delightful, like a cool morning in July. The sea was warm enough for bathing, and we dined in the open air. Roses, camellias, azaleas and other rare flowers were in full bloom, yet the country had the early freshness of spring.

But it was Bussaco in the North which charmed us most. Here there is a unique hotel, which was originally intended for a Royal



PEASANT WOMEN NEAR GUIMARAES.



In
1900 there were 1,615

and in
1912 no fewer than 10,000

Employees concerned in the manufacture and Sale of

Continental Tyres

Striking testimony to their great popularity.

palace. Everything that art of man can devise to make it wondrously beautiful has been done. Situated up in the heights, it commands a glorious view of the surrounding country, and of the blue Atlantic beyond. It is set in the midst of an immense semi-tropical forest, planted by the monks a thousand years ago. Magnolias, pomegranates, tree ferns, palms and myrtles grow thickly among the hardier pines, cedars, oaks and firs. One feels like lingering here for ever—"The world forgetting, by the world forgot"—wandering along the shady winding paths that lead up and up the mountain side; by running brook, and foamy cascades, and mossy dells, bright with wild flowers; with here and there a shrine or cross, or a solitary hermitage, covered with moss and ivy—in ruins now—once the home of some venerable mystic perhaps. An ancient monastery, built by the Trappist monks with their own hands, stands empty and deserted. It is said that these silent white-robed monks tended this vast domain so carefully for hundreds of years that it became a veritable Garden of Eden—as it certainly is to-day. And the climatic conditions are perfect. There are no extremes. Intense heat or cold is unknown here. Winter is like spring; and in summer it is seldom warmer than an English June day.

In the North of Portugal the poor women seem to work terribly hard. They not only follow the plough, and dig, hoe and plant, but they make all the clothes for their families, and weave the material as well. The meals also are well cooked and appetising, for these women are good managers, and most thrifty and industrious. See them striding up the country road with enormous loads on their heads, piled up in long, boat-shaped baskets—coals, wood, bales of yarn, and even their babies! Quickly and lightly they make their way along, as if unconscious of the burden. Watch them washing clothes by a running brook or river, chatting and laughing merrily, as if engaged in some pleasant game; or spinning by their cottage door; or driving their pigs and goats to market; and always they are smiling and good-tempered, with a gracious bow for the passing stranger. These peasants are sturdily independent. They would scorn to beg, even if reduced to the direst poverty, and so they are willing to do the hardest work in order to supply their daily wants. There is great encouragement to be industrious, for North Portugal is a land of peasant proprietorship. Every peasant owns a plot of land, which produces nearly enough for the subsistence of his whole family. The wife works this, while the husband carries on some trade.



OX-WAGON ON THE WAY TO PORTIMAO.

The primitive-looking wooden carts with solid wooden wheels, drawn by oxen, are a distinctive feature in the North. Horses are scarcely used at all, except for riding. In the South the mule and donkey seem to be the beasts of burden, and only occasionally are the oxen to be seen. The latter are most beautiful creatures, with immense spreading horns and soft, gazelle-like eyes. Apparently they are well treated, for they look most sleek and fat, and jog along at a slow pace. No doubt they arrive at their destination eventually; but then, this is a land of leisure. No one is in a hurry. No one hustles, and yet everyone seems to be fully occupied. With this enviable placidity of temperament, the Portuguese has also a dash of recklessness and daring which one cannot but admire. See him act as chauffeur! Once he is seated at the wheel, all caution seems to be abandoned. Yet he manages most skilfully. The number of accidents we might have had, and just avoided by hairbreadth escapes, were cause for wonder and self-congratulation that we were still alive! What matter if we were rushing along a narrow, winding road at the edge of a steep precipice, with deep ruts, and mounds, and huge bits of rock and stones! Why be careful! Why avoid these pitfalls! Over them, or perish in the attempt! So we were driven into Bussaco from Coimbra one moonlight night, at such a terrific rate that we had scarcely time to realise the marvellous beauty of the scene. It was almost as light as day, yet with this difference—the immense forest we entered seemed to be laid under a spell of enchantment, softened, mysterious, and infinitely more lovely than in the bright sunshine. There is something about Portugal that differentiates it from other foreign countries. Instead of tiring of it, one finds it more alluring every time one visits it. M. MAXWELL.



NEAR PRAIA DA ROCHA

THE ASTON HILL-CLIMB.

THE Herts County Automobile and Aero Club's Annual Hill-climbing Competition took place on Saturday last at Aston Hill, between Tring and Wendover. The cars were grouped according to horse-power in four classes, and forty-five competitors completed the climb. A sensational ascent was made by Mr. A. J. Hancock on a 30—98 h.p. Vauxhall, which covered the course in record time. The successful competitors were: Class 1 (cars up to 10 h.p.)—First on time and on formula, Mr. J. W. Lenanton (10—16 h.p. Mathis Baby); Class 2 (cars between 10 h.p. and 16 h.p.)—First on time and on formula, Mr. W. O. Bentley (12—15 h.p. D. F. P.); Class 3 (cars between 16 h.p. and 25 h.p.)—First on time the Earl of Shrewsbury (15 h.p. Talbot), first on formula, Mr. W. M. Letts (15 h.p. Crossley); Class 4 (cars of over 25 h.p.)—First on time, Mr. A. J. Hancock (30—98 h.p. Vauxhall), first on formula, Mr. S. Barber (25 h.p. Talbot).

A PATENT SCREEN JOINT.

There are few motorists of more than a year or two's standing who have not experienced trouble with defective screen joints. Few devices of this character seem able to



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Barker Body*

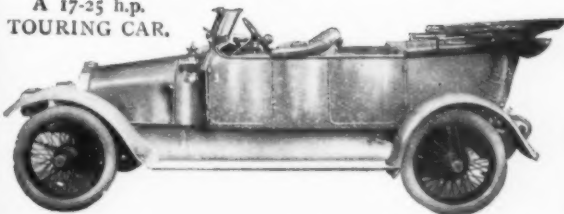
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A 17-25 h.p.
TOURING CAR.



**WHAT OWNERS
of
ARMSTRONG
WHITWORTH**

cars write of their experience.

"THE Armstrong-Whitworth Car which I have had over three years has covered between 30,000 and 40,000 miles, has never stopped owing to mechanical defect, and is still running well. I congratulate you.—A.S."

"I TAKE this opportunity of writing to tell you of my entire satisfaction with the Armstrong-Whitworth Car that I bought from you in October, 1909. After doing 25,000 miles in 14 months I took the engine to pieces. Every wearing part throughout the car was found to be in perfect order, none of the gears showing the slightest kind of wear.—A.F.D.W."

"I THINK I have given my Armstrong-Whitworth Car a good trial, and must tell you how pleased I am with her. I have run her over 7,000 miles and have not yet put a spanner to her, and I may say she runs as sweetly as the day I took delivery. She takes the drive and glides away with remarkable sweetness. The engine power is remarkable.—B.J.R."

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**THE ROVER OF THE MOTORING
WORLD**

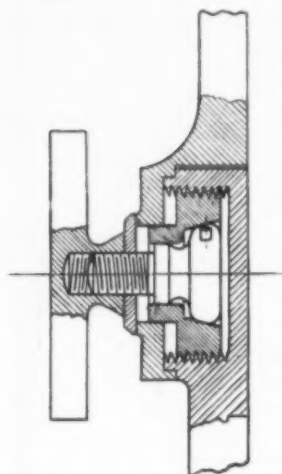


£350

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resist the effects of vibration, coupled with the weight they have to carry, and, once a joint begins to show signs of wear, its condition rapidly becomes worse until repairs can no longer be avoided.



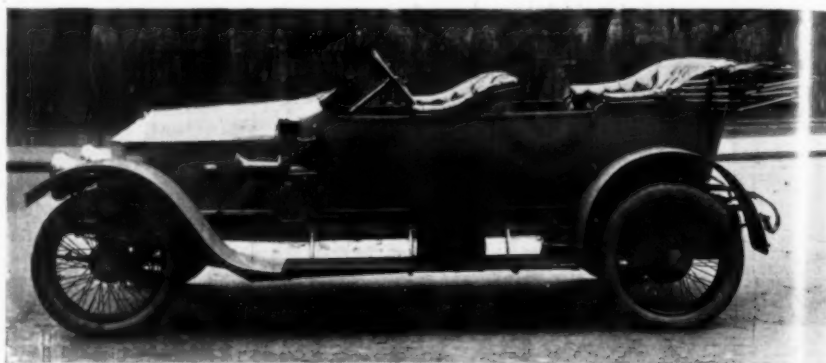
WOLSELEY SCREEN JOINT.

Of late, however, considerable improvements have been made in the design and manufacture of screen joints, and some of the old difficulties have been overcome. One of the most successful of the newer devices is the Wolseley joint, a section of which is reproduced herewith. It is of the friction type and consequently enables the screen to be fixed in any position. The clutch surface consists of a screw thread, which is split longitudinally, and has a taper-headed bolt arranged inside it, so that when the bolt is tightened the split screw is expanded into an internally threaded boss solid with one of the arms of the screen. The first-mentioned split screw threaded piece is secured to the other arm of the screen, and the two arms, when put together, are secured by the taper-headed central bolt, the whole making a watertight box which is filled with grease. We have used a double screen fitted with these joints for some months, and up to the present not the slightest indication of wear or shake has been noticeable.

TIRE INFLATORS.

Even in the simple matter of tire inflation a large amount of trouble may be saved by attention to small details and by the selection of convenient accessories. The pump originally supplied with the car bought at a competitive price "complete with tools, pump, jack, five lamps, etc.," will no doubt effect its purpose of

filling the tires with air, in time, and will give its owner plenty of healthy physical exercise during the process; a really well-designed pump, costing, perhaps, thirty shillings or two pounds, will, however, be much more efficient and will give the satisfactory feeling that no labour is being wasted. There is no doubt that periodical removal and inspection of the tires tends more than anything else towards economy of upkeep and to the avoidance of trouble on the road; the amount of labour necessary is the general cause which prevents this being carried out as often as it should be done. Detachable flanges, now so commonly used, save much of the labour involved in forcing the tire over the rim, so that the heaviest part of the work which now remains is inflation. For those who are able to pay for luxuries, and who do not mind having another piece of mechanical apparatus to look after, there are small air pumps capable of being worked by friction from the flywheel of the engine or by means of removing one of the valve caps; there are also cylinders full of compressed air or gas which are very useful in the garage, though rather inconvenient to carry about. But the hand-pump has to suffice for the majority of motorists, and if it is a good one it answers very well. The best are constructed so as to compress the air in two or three stages, utilising the up stroke of the pump as well as the down stroke in most cases. Other high-class pumps



A 20-40 H.P. LIGHT TOURING METALLURGIQUE.
With Van den Plas double phaeton body.



Who drives a BENZ drives with Safety and with Pleasure

The soft purring of the smooth-running engine, the vivid way the car answers the wheel, the pace, the control, and the brilliant coachwork give owner and driver a right and decent "Pride of the Road."

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The Car with the
£15,000,000
organisation
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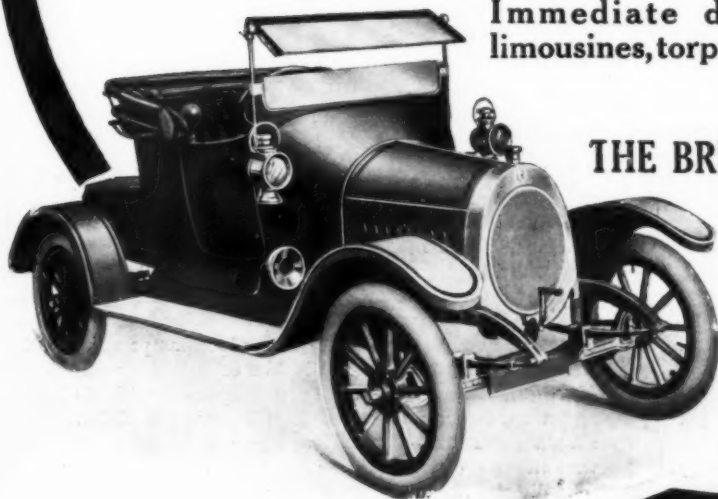
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for hundreds of yards ahead is where the light is shown
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For over 70 years we have been manufacturing lamps,
and all the experience gained in that time is incor-
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C.D.G.

are made to work with the leg, so that these muscles can be used if preferred. A gauge should certainly be fixed on the pump, whether a separate gauge is used or not, for the fixed gauge saves much time and labour in testing. A separate gauge is useful in addition, the kind preferred by the writer having an ordinary round dial fitted with a short flexible tube at the end of which is a connection that can be simply pressed down to open the tire valve. The tube allows the dial to be read easily in whatever position the valve happens to be, and it can be readily applied to any kind of wheel, either wood, wire, or steel. A "push on," rubber-lined connection at the end of the pump tube is perfectly satisfactory, saving the necessity of having to screw the pump on and off every time, and this especially applies when no fixed gauge is used on the pump. The writer has used one of these rubber pump connections for about two years and finds there is no trouble with the connection blowing off as might be imagined. In order to make the ordinary pump as efficient as it can be made, the plunger should be occasionally taken out and the leather cup dressed with a small quantity of vaseline or castor oil; if the right amount is put on there will be no fear of any oil coming through when the pump is used.

ITEMS.

Owners of Ford cars who have experienced starting difficulties will be glad to learn that Messrs. A. Godin of Red Lion Square are marketing a carburettor, known as the "Aris," which is supplied with a special induction pipe for use on Ford engines, so that the owner can fit it himself. The carburettor is of the needle-valve type, and has no float chamber; and among the advantages claimed for it are ease of starting, economical consumption and the production of a mixture of constant strength at all speeds.

We recently commented very favourably on the running of the Georges Richard car, which is manufactured by the Unic Company at Puteau in France. Messrs. Mann and Overton's, Limited, who sell the "G. R.," as it is generally termed in this country, inform us that the average petrol consumption of these



A HANDSOME FIAT LANDULET.

Mr. Harry Lauder is a passenger on the rear back seat.

cars works out at thirty-five miles per gallon, a point of some importance in these days of high-priced petrol.

The latest Dunlop development is the formation of a company to make and market the Dunlop detachable wire wheel in the United States. This new departure will doubtless hasten the more general adoption in America of the wire wheel, which, for some unaccountable reason, has not yet acquired the vogue on the other side of the Atlantic that it has in Europe. The Dunlop wheel is obtainable now in practically every motoring country.

A new catalogue of the Autoclipse lamps sold by Messrs. Brown Brothers contains particulars of some interesting novelties. Among these is a spherical-shaped acetylene headlight of handsome appearance, and constructed on the same principle as the older standard patterns which give long and short-distance rays, so that the side of the road is adequately illuminated as well as the road directly ahead. Another new introduction is a special electric light bulb, which is claimed to give to the lamp an increase of 50 per cent. in illuminating power without any corresponding increase in current consumption.



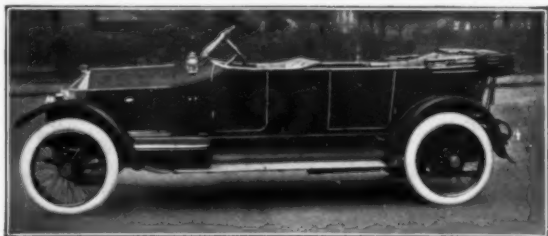
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GOLF BALLS

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Write for the catalogue—it will show you why Metallurgique cars are expensive.

Take a trial run—and if quality has any reference to value you will see that they are CHEAP, in the best sense of the word.

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JOURNEYS of EXPLORATION

The Vauxhall 'Prince Henry'

THE nippiness, speed and power of the Vauxhall-Prince Henry render it an ideal vehicle for journeys of exploration.

The motorist who mapped out a holiday itinerary among the Scottish highlands, the high wild hills of Devon and Cornwall, or the cloud-capped Alpine peaks could start on his journey with complete confidence in the ability of this splendid example of light carriage to carry him with ease through the worst difficulties such a journey could produce.

In driving a Vauxhall-Prince Henry its effortless strength is a pleasure never lost.



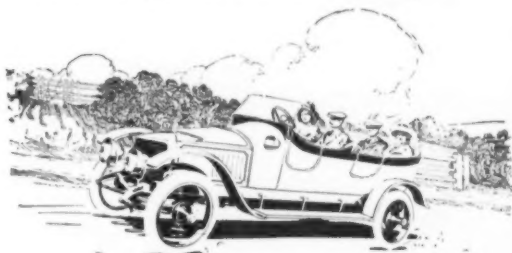
Call at the Great Portland Street showrooms or write to-day for a copy of the new booklet "The Sporting Car," in which this wonderful product of a firm with a great sporting record is fully described.

Chassis 4-cyl. 95 mm. by 140 mm., wheelbase 9 ft. 9 in., Vauxhall detachable wire wheels, 820/120, and fifth wheel £485. Four-seated body from £500. Two-seated body from £375. EARLY DELIVERY

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In the Great Winter Trials held in Sweden recently the

Lanchester

in addition to receiving an excellent award, secured a

Special Gold Medal for making a Lower Petrol Consumption than any other of the 66 cars competing.

THE LANCHESTER MOTOR CO. LTD.

LONDON BIRMINGHAM MANCHESTER
95 New Bond St. Armourer Mills. 38 King St. West.



It passes you by with silent ease—swiftly and gracefully—responding at once to the slightest wish of the driver.

It's a Charron—the car that is built for the fastidious—the "no trouble" car—the car to be depended upon.

15 h.p. Chassis, £315. Catalogues free on request. Trial runs by appointment.

Charron Cars, 33, Wardour Street, London, W.

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Charron

5 Years ago

the Adler was pre-eminent, as proved by the Highest Awards it earned in the Great Reliability Trials of 1908-9.

To-Day

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No better Car on the Road
than the New

14-18 h.p. ADLER

1913 MODEL, with SUPERB

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Tyricord,
London.

We have received from the Continental Tire Company an illustrated pamphlet depicting incidents in some of the long list of important motoring events in which Continentals played a leading part last year. The memory of the motoring public is very short, and the pamphlet recalls the fact that cars fitted with these tires were placed first in the French Grand Prix, the Targa Florio, the Mount Ventoux and Gaillon Hill climbs, the Austrian Alpine Tour and the Swedish and Russian Reliability Trials, to mention only a few of the best-known of the big competitions held in 1912. Many successes were also achieved by Continentals in motor-cycle events, such as the Senior Tourist Trophy Race in the Isle of Man, the Grand Prix de France and the Coupe Internationale.

Mr. J. W. Stocks of the De Dion Bouton Company states, as an illustration of the tendency of the public to buy larger cars



AN ARGYLL CAR IN THE ROB ROY COUNTRY.

Ben Lomond in the background.

than heretofore, that during 1912 his firm sold nearly three times as many eight-cylindered 26 h.p. chassis as single-cylinder 6 h.p. models.

The Connaught Motor and Carriage Company have obtained the sole concession for this country and the Dominions of the Sidea small car, an attractive-looking little vehicle on up-to-date lines, which is sold at a very moderate price. Two models are produced. The smaller, rated at 8 h.p., has a neat monobloc four-cylinder engine, 60m.m. bore by 110m.m. stroke, developing 17 h.p. on the brake, Bosch magneto, Zenith carburettor, forced lubrication, enclosed valves, gate change, three speeds, disc clutch, wire wheels and V-shaped radiator. Complete with two-seated body, side doors, double wind screen, hood, five lamps, horn, etc., the 8 h.p. Sidea is sold at 200 guineas, the larger model, with an engine giving 22 h.p., costing £260.

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there is no receptacle so handsome, convenient and accessible as the **BROOKS PATENT TOOL CABINET**.

It is designed to carry on the footboard, is fastened thereto by the **BROOKS PATENT INSTANTUS HOLDERS**, can be instantly attached or detached and, when opened—and this is its crowning merit—reveals every tool at a glance.

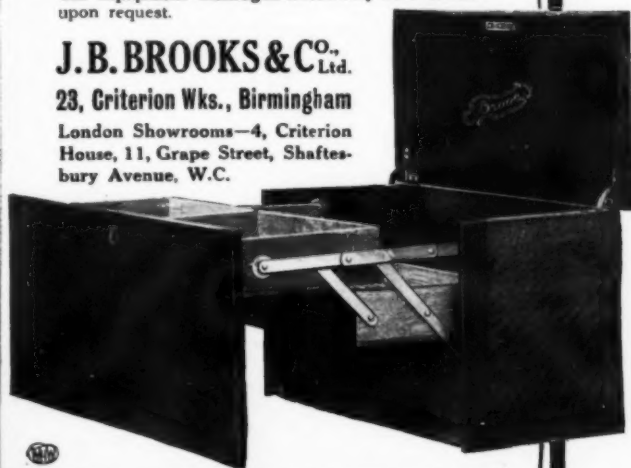
Produced in finest polished solid Oak, as illustrated, 20 by 9 by 10½ and complete with Holders, **56/-**

Details of other models will be found in the Brooks Car Equipment Catalogue which may be obtained upon request.

J.B. BROOKS & Co., Ltd.

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in ye ancient time was, judging by our artist's contribution, a real live proposition and must have created tremendous excitement. The present day Tournament provides a splendid series of contests and displays, and its popularity increases year by year.

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Only the cream of the world's best rubber is used in **AVONS**; consequently they last longest, travel smoothest, & give least trouble.

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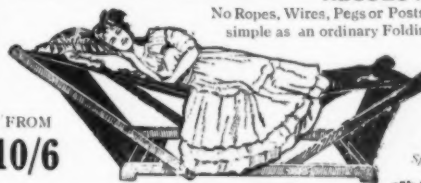
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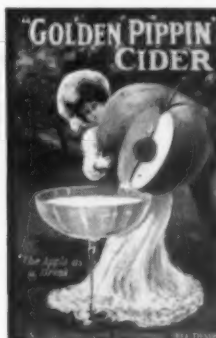
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ACCOUNTS OF GROUSE SHOW NO IMPROVEMENT.

THE prophets, that is to say, for the chief part, the keepers, do not give us very good hopes about the grouse in most parts of Scotland and in the North of England. Of course, there was a large stock left—that in itself constitutes a danger because of the large drain on the food supply. Then things went tolerably, but certainly not abnormally, well through the winter, and then came that terribly severe spell, fortunately just a little before birds went to brood, in the spring. We hear the accounts of its severity more from the keepers of sheep and of other domestic stock than from keepers of the game. No doubt the injury to the domestic stock is more serious and affects more men's fortunes; but we are able to infer from the sufferings and losses of the tame stock what those of the grouse and the other wild things must have been, even if we had not the keepers of the grouse to tell us. There were many "piners" birds—that was the tale before the unexpectedly late snow and the abnormal rain came. We all know what becomes of the "piners" when the hard weather comes and all the adverse conditions. It would have been far better if they had been killed off earlier. That, of course, is easily said, but its accomplishment is not always easy. On the whole, the later accounts show no improvement, but rather the reverse, on those that came before them, although the room that they left for improvement was large enough.

PARTRIDGES AND POULTRY "COLONIES."

There is one rather novel development of a country industry which is so good a thing in itself that we presume even the most ardent lover of sport must welcome it, but which, nevertheless, is not altogether in the favour of that most excellent bird of lowland sport, the partridge. It is the institution of what is called sometimes the "colony" system of poultry-rearing and egg-farming. What this means to the partridge is that here and there on the fields on which he used to roam almost without any serious competitor in the search for food, he now finds set up the houses of the domestic poultry and the birds themselves ranging far and wide devouring the food supply which used to be his almost without question. The domestic poultry and the partridge are almost identical in their very nearly omnivorous tastes, for they, as well as he, are both insect eaters and grain eaters. They may be rather less particular, but certainly they do not spare anything that he is able to appreciate.

HOW MOTORS SAVE PARTRIDGES.

It was not very obvious, on the first introduction of the motor-car, the motor-cycle and other speedy means of travelling along the roads, that they were likely to affect very directly the fortunes of the partridges that nested along or beside the course of the roads, nor was it to be thought that if they had any effect at all it would be a beneficial one. Yet there is no doubt whatever that partridges have obtained much assistance from them, and now nest at the roadsides with far less interference than they used to do before the coming of these modern, speedy machines. It is not so much that they exercise any deterrent effect on the poacher of eggs laid near a road—in fact, the motor is often a valuable adjunct to the poacher's enterprise—but a change has come over the habits of country dwellers which is immensely to the partridge's advantage. In the old days, if we went out in the country driving on business or on pleasure, the occasion was always taken to give a run to the dog or dogs of the house. This meant that when the horse was going slow, and up hill, the dogs were eagerly nosing about beside the road, seeking every attractive whiff of game, and very often, in spite of the slight scent given off by brooding birds, they chanced on the partridge's nest, and even on the sitting bird. Nowadays the machines travel too fast for the dogs, which are left at home, and even those which run after bicycles have to occupy all their time in running and have none to spare for looking about. Of course, it is not possible to offer any direct proof that the cause and effect are as here stated, but of the effect, that is to say, of the considerable increase in the success of partridges near the roads in bringing their broods off, the keepers in many parts of the country are able to give evidence which is not to be mistrusted, and there is a great consensus of opinion that it is due to

this cause. After all, when we consider the numbers of the partridges that do by preference lay near roads, no doubt for the convenience of dusting themselves and for ease of getting ground, it is easy to understand that any change of habits which leads to a decrease in the number of investigating terriers and other idle canine people travelling at ease along the highways must make for the partridge's good.

DETACHABLE SIDELOCKS.

IT has been said, with some truth, that the Twentieth Century hammerless ejector "best" gun is as near perfection as it is possible for a sporting weapon to attain. The material and workmanship are alike of the highest class throughout, so that nowadays it is necessary for the gunmaker to appeal to the gunner by means of some distinctive feature in the precise arrangement of the mechanism without departing from certain



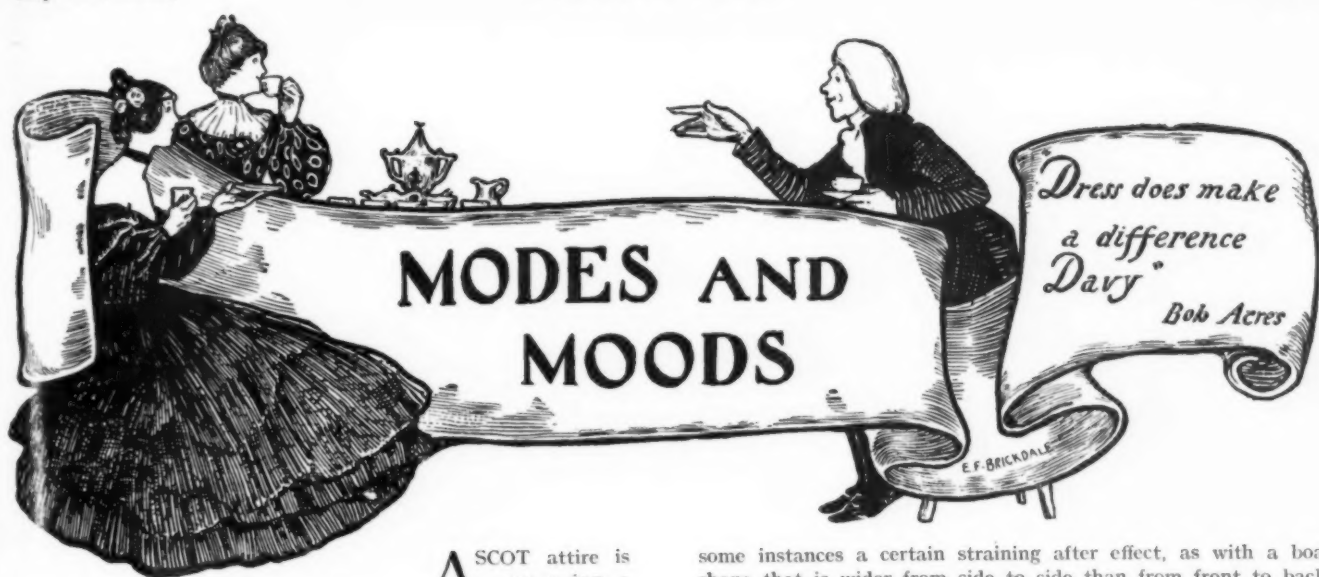
THE PIN, DISC AND LEFT-HAND SIDELOCK.

recognised principles. We may instance the single trigger, a device which has many adherents, but which is by no means universal in use, and at a later date the detachable sidelock, to which more than one London gunmaker has devoted his attention. We are immediately concerned with Charles Lancaster's (11, Pantons Street, Haymarket) attachable and detachable sidelocks, which have the peculiar merit of being easily converted into the non-detachable type merely by removing the disc and having the end of the pin threaded and fastened in the same way to the plate should necessity arise. If the sidelocks of a gun are to be detachable, it is a *sine qua non* that the mechanism must be simple and still have the requisite strength to stand any possible strain. These points are satisfied in the method with which we are dealing, which merely consists of a tapered pin having a grooved end, which passes through a disc consisting of three curved spring teeth which effectively hold the pin in their grip. The pin is inserted in the right-hand plate, and, passing through the sidelocks and disc, projects on the other side to just a sufficient extent to allow it to be depressed by a coin or knife to effect the removal of the sidelocks. The fore-end of the plate has a lipped projection, which, when dovetailed into the solid metal of the body, makes a perfectly flush joint. It is not our purpose to go into other mechanical details, but in the Lancaster gun the cocking arm also trips the ejector, which latter is in a simplified form, consisting only of two parts, the hammer and the mainspring, thus doing away with a complicated form of mechanism, a detail which will be appreciated by the sportsman of an investigative turn of mind.



A LANCASTER "BEST" GUN.

It is so arranged that if the gun has not been fired the ejector mechanism does not operate. Enough has been said to show that the general construction of the gun has not been interfered with, and the distinctive features referred to will no doubt appeal to many sportsmen.



ASCOT attire is occupying a large share of attention, as well it may, seeing the fine possibilities of the dress of the moment, and its infinite variety. Those who are privileged to attend the great race week will have to admit that clothes, if slightly eccentric in some regard, are in the main extremely artistic and really beautiful. Although scarcely apparent to the general eye, the *basque* influence is being quietly felt. That short Persian tunic is to be seen tentatively handled, and consequently losing a good deal of its character, albeit it gains something in actual grace. The *vraie Parisienne*, however, has accepted and is wearing it in its most correct form, the edge definitely wired out, and the front, as they put it, is *en avant*. And with this tunic there is only one really permissible piece of headgear, and that is a turban of sorts.

Quite one of the latest millinery efforts, however, is pictured in conjunction with an Ascot gown. On a light shape there is poised a great pouf of plissé black tulle. The hat is worn tilted well over the face, apparently forced into that position by a great *panache* of ostrich feathers. This is such a *volte face* from the recent little shapes, crammed on to the head, that doubtless its attractions will need to be studied before they are appreciated. Although to some women—who have found the small, sparsely trimmed *chapeau* something of a trial—this more important affair, together with its poise, will probably make a ready appeal.

Now of the gown, which is very typical of what the *couturières* who are always a little ahead are offering. It is carried out in a scheme of greys and delicately tinted lace. The skirt of silver grey satin falls in soft clinging folds, and over this comes a long, graceful tunic of the lace, which in its turn is veiled in grey chiffon a shade or so deeper than the satin. The coatee is entirely of the lace, and is a very dream of effective daintiness, the fronts rounded sharply away to show the soft, slightly full vest of the chiffon, while the folded belt is of old mauve satin turned over at the edges with tarnished silver tissue, and into this there is thrust at the one side a large full-blown artificial rose. Of a fact, discussion over Ascot gowns is alone capable of bringing the realisation of what a wealth of choice there is. The dignity of our illustrated example is altogether lacking in the picturesque attractiveness of a gown destined for a young girl. This is of white silk *crêpon*, the short skirt forming a few draperies at the foot, either side a great soft gathered fold in front, that is accorded the dragged-up appearance now so much in vogue, and so leaving an appreciable display of ankle. Above there falls a short tunic turned under at the edges, the length terminating at the bend of the hips and parting either side a deep yoke piece of the *crêpon* that is covered with a great scroll design worked in delicate Sèvres blue silk. And a little curved bib of the same embroidery occurs above the high waist, and into that there is drawn a soft blousé little bodice of the white *crêpon*, quaint little applied epaulettes apparently holding the fulness on the shoulder in subjection. The front is cut into a deep V shape and finished with a frill of Malines lace set on with a narrow black velvet and a little heading of the dentelle, up and down ruffles of the same finishing the cuffs. Pale blue shoes and stockings, blue parasol, and a small black and blue hat will serve as the completing touches to this young girl's frock, and the *ensemble* cannot fail to prove infinitely telling.

A propos of parasols, it is already proving, as was foretold, a season for a keen revival in this direction. Never within recollection has there been such a plethora of shapes; in fact, there is in

some instances a certain straining after effect, as with a boat shape that is wider from side to side than from front to back. There is, however, a rather exaggerated dome shape that is most pleasing and which lends itself particularly well to silk richly appliqué with lace, and also to the beautiful *chêne* patterned silks, the designs specially woven to fit accurately into every section. Then, of course, there is the flat pagoda, which is, perhaps, really



FOR SUMMER AFTERNOONS.



IN LINEN OR TUSSORE.

the parasol with much care, and, as with everything, the demand for several alternative possessions is on the increase.

As I write the weather is almost ideally springlike, and has set us all busily discussing the possession of cotton and muslin confections. And a more alluring subject it would be difficult to find under existing conditions of choice. Oh! for the really warm summer that is our due, that we may realise how greatly favoured we are in the matter of cool attire. Almost it makes one long for the Tropics—reptiles and discomfort notwithstanding—for the consistent wear of the delicate filmy muslin gowns, fresh linens, and cool cottons, with one and all of which the décolleté throat is a distinctive feature. The question, by the way, was put to me the other day, how low the décolleté throat could be carried for day wear. And taking the query into consideration, I found myself confessing that there were no limits imposed upon the vogue at present, subsequently qualifying the statement, for only the ultra-mondaine would adopt anything extreme, the majority resorting to various little fill-ups, for this purpose the soft kerchief fichu is far and away the most favoured.

You may mark it doing graceful service in connection with one of the pictured coats. This, a smartly-fashioned linen affair, is quite one of the features of the summer. These white linen coats, together with others of tussore, are destined to be worn with contrasting skirts, chiefly of linen, but not necessarily so. In fact, the theme is in process of development, and we may safely await further enchanting expressions. Who, forsooth, would suspect that linen was responsible for the *chic* example depicted? White linen, relieved by touches of Oriental embroidery, introduced in the guise of a little strap set either side beneath the arms, and ostensibly capturing the slight fulness that occurs there, and repeated in a severe little motif applied to the front of the coat. The small turn-over collar is of spot muslin edged with a plain muslin frill, the above-mentioned kerchief filling in the hiatus. There is a quaint touch in the sleeve too, that commands attention—an under-sleeve of lawn issuing from a volant that terminates the linen at the elbow.

Some time ago I spoke of the little silk or brocade basquine that would be worn with dainty muslin and embroidered lawn gowns. Well! this text has been most enthusiastically received, and a

the prettiest style of all, and in some ways the most distinctive. It is not, however, so really novel as either the boat shape or the deep dome. The broad velvet ribbon, or woven border, provides an insistent decoration. One, if not the most generally useful silk sunshade of the season, is in a tussore colour edged with a fancy ribbon border, while on a similar gros grain fancy, in self shades, there is introduced a hem of narrow black and white stripes that is supremely good. In these days of absorbing attention to the etceteras of dress it certainly behoves us to consider

variety of designs are now offered for consideration. A feature of the early basquine was the absence of sleeve, the shoulder-line being carried to a rather extreme depth. But with the working out of fresh designs, sleeves have, in many instances, been reinstated, a case in point being the original model that forms the subject of the second sketch. This is of souple taffetas, in any bright colour, such as rose, verte armande, Coalport blue, etc., and is arranged with a regular postillion basque, the fronts terminating abruptly at the waist with a deep band that finishes either side the back. The round collar and cuffs are of the filmiest embroidered lawn, the tone of delicate vellum, while the upstanding frill and falling ruffles are of coffee-coloured tulle.

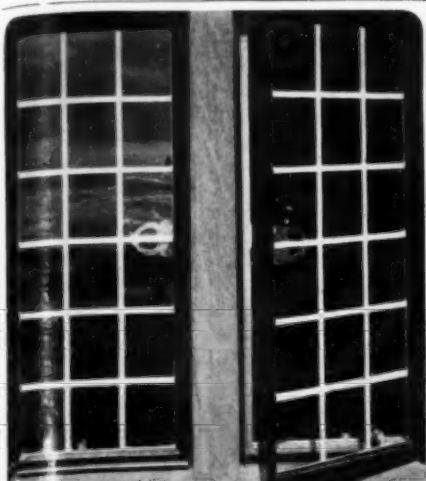
To even think of furs as I write makes one feel hot, but the wise woman knows that there is no time like the summer for picking up bargains in peltry, and just now a unique opportunity is afforded by the sale which will be held during June by Messrs. Poland and Son, 190, Oxford Street, W. This firm has always been noted for the superb quality of their furs and marvellous workmanship, and the garments which I recently had the pleasure of seeing will be veritable treasures and, considering the sharp upward trend of prices, very profitable investments to their fortunate purchasers. Moreover, anything bought now will be stored free of charge till required, and unmade skins bought at sale prices will be made up without charge when the autumn fashions are established. The reductions in some case represent half the original cost, and in every case they are most drastic. For example, a wonderful cape of natural Russian sables, perfectly matched and exquisitely worked, has been reduced from 2,500 guineas to 1,600 guineas. A rather similar garment in Canadian sables, originally priced at 240 guineas, may be had for 170 guineas; and another one with a fringe of tails, which cost 450 guineas a few weeks ago, is now obtainable for 275 guineas. A garment which particularly appealed to me was a little evening cape of topped Russian sable, mounted on a beautiful guipure and chiffon wrap, which formed long stole ends in front. This was originally priced at 160 guineas, but has been marked down to 100 guineas. In sealskins, which, thanks to their scarcity, have more than re-established themselves in favour, there is a lovely coat of fine Alaska skins reduced from 200 guineas to 150 guineas, and another at 110 guineas was originally 145 guineas.

An exquisite broadtail model with a real chinchilla collar may be had for 130 guineas, and there is a smart seal-musquash coat with a square collar and cuffs of civet, and a large muff to match, costing only 30 guineas. Big seal muffs begin at £2 10s., and ties in various furs start with a very nice squirrel at 2½ guineas, so that even the woman of limited means will be sure of finding something to suit her purse as well as her person, and, moreover, something of unquestionable quality and workmanship, in Messrs. Poland's show-rooms.

L. M. M.



A TAFFETAS BASQUINE.



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OLD DESIGNS UNDER NEW CONDITIONS.

IT is a remarkable fact that, in spite of all the knowledge, the skill, both artistic and technical, and the ingenious elaboration of machinery which have been brought to bear upon the production of textile fabrics, particularly upon decorative materials such as the chintzes and printed cottons upon which we so largely rely for a sympathetic background for treasured heirlooms of old furniture and china, nothing has been evolved so far to equal in colour, design or lasting qualities the patterns and materials of a hundred years ago and even further back. For it should be borne in mind that our first chintzes were brought from the East by the Dutch, along with Chinese porcelain and lacquer, early in the eighteenth century, and that the earliest home printing was the work of a French settler at Richmond. The French designers thought to improve upon the patterns originating at Calicut and Arcot by the addition of frivolous ribbons and flowers in the Gallic taste, but English craftsmen eventually broke away altogether from the Oriental tradition and founded their designs on the simple flowers and sprigs beloved of the china painters of Bow and Worcester.

Fortunately, a good many of these wood blocks are still in existence, and, by dint of assiduous collecting in old print works and elsewhere, not only a remarkable number of them, but also several of the original record books, giving the exact colours of the earlier prints, have been brought together by Messrs. Heal and Son of Tottenham Court Road, who are now reproducing these interesting and beautiful hand-printed patterns most successfully in glazed and unglazed chintzes, cretonnes, linens and other materials. The two designs we illustrate, however, date even further back, for Messrs. Heal leave no source untapped to obtain good original designs. Persian decorations, Japanese kakemonos, Elizabethan hangings are all pressed into service, and these two are interesting as representing national art of very different types. The all-over pattern of leaves and fruit, interspersed with highly decorative birds, reproduces all the quaint characteristics of Old English needlework, and suggests itself immediately as the right accompaniment of Jacobean furniture. It is printed in dull Oriental colours on a natural taffeta ground, and in spite of its elaborate design and multiplicity of tints is moderately priced at 2s. 1d. a yard. Its name, by the way, is "The Hardwick." The other, which shows a delightful pattern of pagodas and pines, with Chinese figures carefully disposed between, carried out in brilliant Chinese colourings, is even less expensive, being obtainable in cretonne for 1s. 2d. a yard. This design may be had, too, in a variety of colourings, but is perhaps

most decorative on the fine yellow ground of the original. The Old English chintzes already referred to, on the other hand, are remarkably effective on a black ground, and there is one exquisitely dainty design of small blossoms, thickly strewn, which has a positively brilliant and jewel-like effect even in unglazed chintz.

The difficulty of finding china, whether for toilet or table service, to go with old-world fabrics and furniture is one which Messrs. Heal thoroughly appreciate. Too often one finds an otherwise charming bedroom utterly spoiled by the commonplace inanities on the washstand; but the application of these same old designs to china makes the choice of an harmonious toilet set a very easy matter. The "Green Woodpecker" design of the Spode set we illustrate, taken from an old wall-hanging at Eltham, carries on the atmosphere of chintz curtains and old furniture at once; so does the graceful "Rockflower" pattern, which may also be had in a smaller size to fit old corner washstands. The respective prices of these are 38s. and 30s. a set. Messrs. Heal have numberless reproductions of the best examples of Wedgwood, Spode, Copeland and Mason Ironstone wares, and in addition some very pleasing and inexpensive French

and English peasant pottery; and it should be noted that many of their designs may be obtained in leadless glaze. The newest design of all, "The Blossom," consists of a powdering of light green pin spots over a neutral tinted ground patterned with conventional mauve and pink flowers, somewhat like a wild anemone. It is a charming thing, and has already proved so popular that it is being expressed in every kind of chinaware.

In price it is most moderate, a toilet set only costing 18s. 6d.; a tea set, 18s. 6d.; a breakfast set, 30s.; and a dinner set, 50s.

The tableware, indeed, is so fascinating that it is difficult to select a pattern for special mention, but the "Strawberry" breakfast set with its simple bordering was selected for illustration by reason of its graceful Flaxman design, specially typified in the elegant outlines of the coffee jug and the side dishes. This set of fifty-two pieces costs 55s., but it is possible to get a simple and pleasantly designed service in leadless glaze for about a third of that price. Dinner services include such well-known designs as the old Willow Pattern, and the beautiful "Indian Tree," with its quaint oblong dishes, Mason's "Ironstone"—a very decorative service—and a delightful "Lowestoft" set, to mention just a few of the most noteworthy, and these and the dainty little morning tea services, of which Messrs. Heal have made such a distinctive feature, are obtainable in an infinite variety of design and a prices to suit every taste and purse.



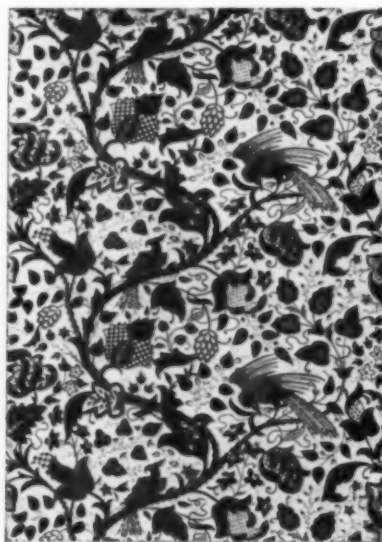
A GEORGIAN BEDROOM BY HEAL & SON.



A FLAXMAN BREAKFAST SET.

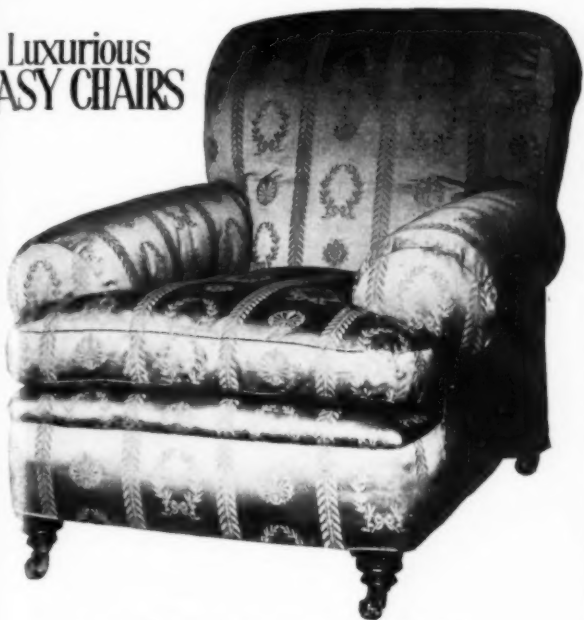
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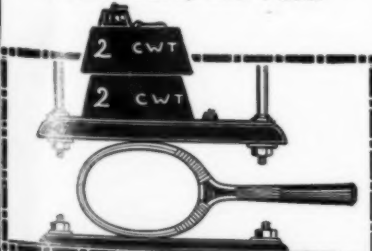
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94—14/6
Walking Pump Shoes

OUR DISTANT EMPIRE.

FARMING IN EQUATORIAL AFRICA.

Sir,—I enclose three photographs which were intended to illustrate the article in last week's issue called "Farming in Equatorial Africa," and I hope you will find space in which to insert them.—H. A. C. P.

GOOD CHANCES FOR THE LABOURER.

IN Prince Edward County, Ontario, there is plenty of work for everyone. Owing to the development of intensive farming methods, the wide range of crops grown, the increasing acreage of orchard and land devoted to small fruits, and the large canning industry, there are seldom enough workers to handle the harvest. With mixed farming carried on there is ample work the year round. The fruit-grower has plenty of pleasant work during the season for men, women and children. The canning factories create work at good pay both at the factory and in the fields gathering the crops. Most farmers are glad to hire a man with a family. During the fruit season the whole family can help, and later on the canning industry supplies work for those not needed on the farm. There are great possibilities for labourers—men, women and children. Many experienced labourers are required and opportunities are good for advancement and final ownership. Farmers need them throughout the year, and in many cases employ the wives of farm hands at the same time. Inexperienced labourers will find employment on farms and in factories if they are willing to work. High wages are being paid, and comfortable living is assured among a congenial people.

KEW AND THE EMPIRE.

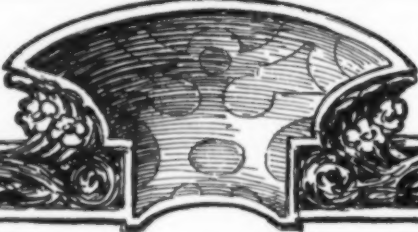
At the dinner of the Kew Guild held in London last week, reference was made by several speakers to the valuable work that Kew men have done, and are still doing, in distant parts of the Empire. Mr. E. Brown of Uganda stated that the first cocoa and rubber plants were sent there from Kew as recently as 1902, and since then development has been so rapid that now



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Two new Styles:—The upper illustration shows the "Box," 1½ in. deep at front, an ideal collar for the outdoor man, and the lower B 25 (2 and 2) in. deep, a distinctive collar of clean-cut appearance for evening wear.

5/11 BOX OF ONE DOZEN
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Sample Collar, and List,
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"Box" Collars may also be had in blue & mauve tints. Sample post free 8d.

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In less than 30 seconds, and then delivers a continuous supply of Ice Cream ready for use.

ONLY 4 LBS. OF ICE

Necessary for a full charge. To make from 1 to 2 quarts for the home, 2 lbs. of ice is all that is required.

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That every Machine sent out will do what is claimed.

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The old Type of Freezer takes from 20 to 30 lbs. of ice, and necessitates over half-an-hour's hard work to produce ices.

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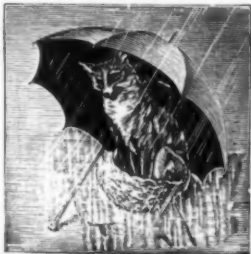
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THE GARDEN.
Price 1d. Weekly

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THE repeated requests for information and suggestions are proof of the ever increasing interest in the subject of grouping and arranging plants for colour effect. It is a significant sign of advance in the character of the aims of those who love their gardens, and no one who has seen flower-borders or other garden spaces well arranged would ever go back to haphazard planting.

Some examples of good grouping are given in
THIS WEEK'S ISSUE OF

The Garden

Dated MAY 31st.

At this season of the year, cultivators find it necessary to pay very close attention to the vines and the subject is dealt with, very ably, in this week's number.

Other interesting features are:—

Maintaining a Lawn in Good Condition.
New Dwarf and Climbing Polyantha Roses.

Some Good but Common Garden Plants.
Gardening Notes of the Week.
The Gardens at Trebah, Cornwall (Illustrated).

The whole issue is profusely illustrated and can be obtained at all Bookstalls and Newsagents, price One Penny.

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Costing from £150 to £600.

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FARMING IN EQUATORIAL AFRICA.

twenty thousand acres are devoted to these two economic plants, and in a few years' time twice that area will be planted. Coffee, too, is being largely grown. At Montserrat, thanks to the energies of Kew-trained men, the cultivation of cocoa and cotton has largely superseded the lime industry, and has proved much more profitable to the natives.

A 'COON HUNT IN ONTARIO.

In the Fall, when the corn (maize) is ripening, the 'coons begin to make their presence felt at night when they come out of the woods and nip the corn with their teeth, just spoiling an ear and then going on to another. The farmer, as soon as he notices their ravages, gets together two or three friends and they set off for the cornfield with a dog. There are usually plenty of good 'coon dogs available. A moonlight night is best, as a lantern is then not needed. The dog goes into the corn, one or two men following

him, the others keeping along the fence between the field and the woods. All is silent. Occasionally there is a slight rustle among the corn-stalks as the dog quarters the field, his quick breathing showing his excitement. Suddenly he gives tongue; he is on a fresh trail. Off he goes towards the woods, the trail crossing the fence some distance from the nearest watcher. The men follow him hot-foot, and presently come up with him, baying and jumping up at the foot of a tree. One of the men takes off his coat and quickly climbs the tree. As he comes to each branch he shakes it violently. He has almost reached the top of the tree and is shaking it. Suddenly something comes crashing through the branches to the ground. It is the 'coon! The dog pounces on it. Now a rifle, axe or hunting-knife comes handy, for a full-sized 'coon is rather too much for a dog to kill unaided. The 'coon is rapidly skinned before it stiffens. In the olden days 'coon-hunters occasionally got on the trail of a lynx, and were only too glad to call off their dog and make for home.

PIG-RAISING IN QUEENSLAND.

Pig-raising is assuming large proportions in Queensland, and the superior quality of the bacon and hams manufactured has earned renown for Queensland, not only in the English markets, but in different parts of the world. The figures for 1912 are not yet available, but in 1911 the quantity of bacon and hams manufactured was 11,667,654 lb., the value thereof being £37,494. The value of the exports for the same period was nearly £13,000. Two-thirds of the production came from the Brisbane district. A cross between the Yorkshire and Berkshire is regarded as the best type of pig to raise, as they can be fattened up for sale in about seven months. The factories of the State number only five, but the establishment of several others is spoken of. In the Brisbane district there are three—at Zillmere, Oxley and Murarrie; and Boonah (Fassifern district) and Toowoomba (Darling Downs) one each. Two of the above factories are proprietary concerns, and the remainder are conducted on co-operative principles. The Zillmere (Brisbane) is capable of handling about 3,000 pigs per week. The amount paid away monthly to the pig-raisers of the State is from £25,000 to £30,000, the average price per pound being from 4d. to 5d. There are over 173,000 pigs in the State.



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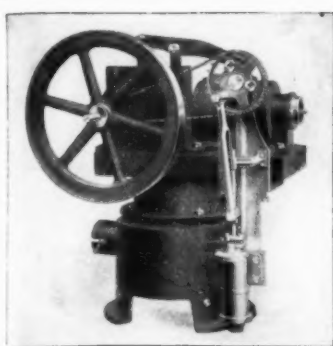
From top to bottom, from end to end, each roll of Clinton Fencing is one rigid piece of steel—without a knot or loop to chafe or scratch.

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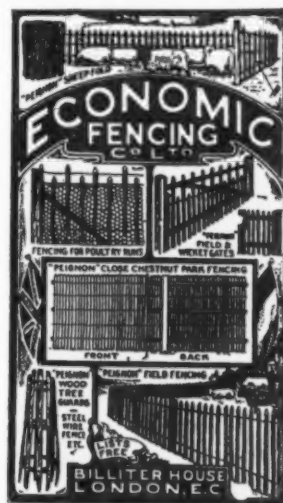
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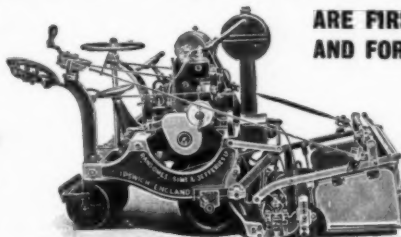
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GARDEN ORNAMENTS



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FOR TOWN AND COUNTRY.

A NEW DEVELOPMENT OF SILVERWARE.

It is not often that one is able to announce anything really novel in the way of metalwork, but the remarkable silverware executed by that well-known artist, Miss Edith Linnell, and at present on view at Harrods', displays a striking originality and sound taste which will commend it at once to the seeker after a charming present. The work consists of a delicate silver tracery, hand-applied, to the surface, relieved by floral effects interset with precious



DESIGNS IN SILVER AND PRECIOUS STONES.

stones. The flowers stand out in high relief, and the most exquisite detail is observable in the treatment of petals and stamens, while the skilfully introduced jewels give a depth and richness to the design reminiscent of the finest Oriental work. Not only is the work in itself beautiful, but it is also exclusive, being only obtainable at Harrods'. Even here a piece is rarely, if ever, repeated, but photographs of specimens in stock may be obtained or the articles themselves can be sent on approval in special cases. The prices are extremely moderate. For example, a chain bag set with moonstones can be obtained for £6 15s., a cigarette-case of beautiful design, set with opals, for 4 guineas, a match-case and sovereign purse to match, 2 guineas and £2 15s. respectively; and trinkets of all kinds, writing or toilette requisites and so forth, display the same moderation. The firm footing which Harrods Limited have established among the great commercial houses of the world has been recently emphasised, by the way, by a Royal Warrant of Appointment to Her Majesty the Queen. They already hold a similar appointment to the Queen of Norway.

A WORLD-RENOUNDED DISINFECTANT.

The fifteenth annual general meeting of the "Sanitas" Company, Limited, was held at their Limehouse (London) factory on the 21st inst., Mr. C. T. Kingzett, F.I.C., the chairman, presiding. The usual dividend of 7½ per cent., which has been paid for many years, was again declared, £2,000 being placed to reserve, £1,200 to contingency account and £2,993 17s. 11d. carried forward. In the course of his observations the chairman emphasised the value of "Sanitas" Fluid as a first-aid in the dressing and treatment of wounds and sores, and its importance as a mouth and throat germicide for preventing oral sepsis, in which respect it takes the highest rank of all available antiseptics. He also pointed out how useful "Sanitas" Fluid is for purifying the air, and said that, apart from the disinfection of dwelling and sick rooms, it could be employed with great advantage for spraying the air of churches, theatres, railway carriages, etc., where it would restore the necessary vital oxygen to the air and prevent the infections which largely result from crowding in places in more or less constant use. Among the numerous preparations of "Sanitas," a most useful one in kennels and stables, especially during the hot weather, is "Sanitas" Crude Fluid, which keeps both animals and buildings sweet and wholesome, and is a sure preventive of skin troubles. The Animal Soap is also an invaluable kennel accessory, especially in cases of eczema or mange, and it may also be used with advantage in the dressing of wounds, etc.

"JOAN OF ARC" AT COVENT GARDEN.

Much interest will be felt in the musical world at Mr. Raymond Rôze's announcement that he will give a season of grand opera in English at the Royal Opera House, Covent Garden, during the winter season, commencing on November 1st, 1913. His aim will be to demonstrate that English is as suitable a language for singing as any other, given musicianly interpretation, and to this end he is making every effort to surround himself with a competent company of his own countrymen. Even if a foreign artist should be engaged, he or she will have to sing in English. One of the most interesting events of the season will be the production of Mr. Rôze's own opera, "Joan of Arc." The venture will afford a real encouragement to young native talent, and has been promised Royal and distinguished patronage.

THE WATERPROOFING OF BUILDINGS.

The difficulty of finding a waterproofing substance which can be used under all conditions, inside or out, and which may be absolutely relied upon, can be solved by the use of "Ceresit," a preparation put on the market by The British Ceresit Waterproofing Company, Limited, 68, Victoria Street, S.W. In appearance "Ceresit" is a light-coloured butter-like paste, which, when

dissolved in water and thoroughly mixed with cement mortar, renders it impervious to water under the highest pressure. Its more general use, of course, must be for combating damp in walls, and here it is particularly valuable for inside work, since it is quite odourless, and as it does not discolour the cement, mortar can be used as a facing if desired. Its use is simplicity itself, and the cost of application is so inexpensive that it provides the best means for checking "sweating" or fungus. The mortar will not peel, and will adhere readily to old brick or concrete walls, so that it is specially useful in the renovating of old country houses, which are apt to be anything but damp-proof as regards the weatherable face and cellars. For waterproofing flat roofs, balconies, etc., it provides an efficient and inexpensive process, and in the case of damp wooden floors, which are an exasperating cause of ruin in the linoleum or other floor covering, it may be relied upon to check the trouble effectually. In fact, there is no domestic building operation to which it cannot be applied, and it has already stood severe tests, not only in Great Britain and on the Continent, but in Canada, the Argentine, India, etc., where climatic conditions render it almost impossible to find a permanent waterproofing medium. Full particulars and advice as to its application may be obtained from the makers.

EPSOM RACES, THE DERBY AND OAKS.

The London, Brighton and South Coast Railway Company are making special arrangements for the above meeting, running numerous non-stop trains from Victoria and London Bridge to their Epsom Downs Race Course Station. Through tickets are available for passengers from Northern and Midland Counties. A Pullman Limited thirty minutes' express will leave Victoria at 12.15 on all four race days, returning from Epsom Downs at 5 p.m.; and for the convenience of those sending horses to Epsom a special train will leave Newmarket on Monday, Tuesday, Wednesday and Thursday, June 2nd, 3rd, 4th and 5th, direct *via* Liverpool Street, thus avoiding the circuitous route round London and shunting from one line to another.

FAR AFIELD.

The virtues of that admirable mouth wash and dentifrice "Odol" have been so often and so widely urged, and are by this time so well known to the majority of mankind, that it seems almost superfluous to reiterate them; but the amusing photograph which



A PERSIAN PICTURE.

we publish on this page not only suggests that a visit to the dentist—or rather, apparently, the dentist's visit to the patient—may have its compensations, but also that even Orientals, whom we are accustomed to consider rather casual, according to the Western standard of hygiene, have learnt to appreciate the invaluable preparation. The snapshot was taken in Teheran a short time ago, and shows a couple of subjects of the Shah who evidently appreciate the blessings of civilisation as expressed by "Odol."

FOR A ROYAL PATIENT.

We have pleasure in announcing that Messrs. J. Frost and Son, Limited, of 171, New Bond Street, London, W., have received instructions from the physicians attending on H.R.H. the Duchess of Connaught to supply one of their patent adjustable rest chairs for the use of Her Royal Highness during convalescence.

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